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BIRTH.

At Dunnottar, the Peak, on the 13th instant, the wife of ROBERT BECKER, of a son. [202

MARRIAGES.

At All Saints' Church, Tientsin, on Thursday, 19th December, 1895, by the Rev. Frank L. Norris, MARGARET, eldest daughter of EDWARD YEATS, of London, to JOHN WHARTON, second son of THOMAS FENTON, of Patchley Bridge, Yorkshire.

At "Stevenside," Shanghai, on the 2nd of January, by the Rt. Rev. F. R. Graves, Archdeacon THOMSON, of Fredericksburg, Va., U.S. of America, to Miss ELIZABETH M. McKECHNIE, of Springfield, Mass., U.S. of America.

On the 3rd January, at the British Consulate, and afterwards at the British Episcopal Church, Foochow, by the Venerable Archdeacon Wolfe, assisted by the Reverend L. Lloyd, JOHN RYRIE, youngest son of the late WILLIAM RODIE GREAVES, of Liverpool, to IDA CORALIE, youngest daughter of THOMAS GRITTS, of Foochow, China.

On the 3rd January, at H.B.M. Consulate, by J. J. Enslie, Esq., and afterwards at the Union Church by the Rev. S. Swann, ELLA BEATRICE MARY ROBERTSON, of Woolston, Southampton, England, to JOHN ROBERT PALLANT, of Kobe.

DEATHS.

At Boston, Mass., EDWARD GILCHRIST LOW, formerly of Shanghai (by telegram).

At the General Hospital, Shanghai, on the 1st of January, 1896, CHARLES J. MCCARTHY, aged 24 years.

At the General Hospital, Shanghai, on the 4th instant, THOMAS DEANS MOLLINSON, a native of Scotland, late Chief Officer of the Indo-China Co's steamer *Canton*, aged 33 years.

At Shanghai, on 10th January, 1896, KATE GERTRUDE, widow of the late Dr. R. A. JAMIESON, aged 75 years.

ARRIVALS OF MAILS.

The French mail of the 6th December arrived, per M. M. steamer *Caledonien*, on the 8th January (33 days); and the English mail of the 13th December arrived, per P. & O. steamer *Pekin*, on the 13th January (31 days).

EPITOME OF THE WEEK.

Major Sir Claude Maxwell Macdonald, K.C.M.G., has been appointed Minister to Peking.

The *Peking and Tientsin Times* says the arrangements for the construction of the railway to Peking are being pushed forward rapidly, and that the contract will be offered on tender.

The annual report of the Hongkong High-Level Tramways Co., Limited, has been issued. The amount available for appropriation is \$10,871, and it is proposed to pay a dividend of \$6 per share.

The Chief Justice, Sir Fielding Clarke, leaves for home by to-day's mail steamer. In the Supreme Court yesterday the members of the bar and solicitors assembled to wish his lordship farewell.

Subject to audit the Directors of the Hongkong and Shanghai Bank have decided to pay a dividend for the half year of 25/-; to add to the reserve fund 2½ lakhs, and to carry forward about 3 lakhs of dollars.

A steam-launch which Mr. John Andrew, of Hongkong, had engaged at Canton to take a cargo of piece goods to Wuchowfu under transit pass has been seized by the lekin authorities at the last named port.

In the annual report of the Shanghai Branch of the China Association it is recognised that "British residents in China now find their best interests bound up with a continuation of the lowest gold price that silver has attained."

The Japanese are apparently finding it necessary to send reinforcements to Formosa. A Yokohama telegram of the 8th January to the *N. C. Daily News* states:—One brigade of troops has left Ujina, the port of Hiroshima, for Formosa this week.

The steamer *Bonnington*, which left Yokohama for Moji on the 3rd December and had been given up as lost, arrived at Hongkong on the 11th January in tow of the steamer *Boynston*. In a gale shortly after leaving Yokohama the vessel's boiler broke loose and she had a memorable experience, her escape from destruction being almost marvellous.

The Shanghai Branch of the China Association has addressed the Secretary of State for the Colonies deprecating the application to vessels engaged in the passenger trade on the China coast of regulations proposed to be made by the Hongkong Government under the Chinese Passengers Act, on the ground that such regulations are unnecessary and would operate as a handicap on British shipping in competition with the shipping of other nations. The matter was brought to the notice of the Association by Messrs. Butterfield and Swire.

The Hongkong Brick and Cement Co., Limited, has resolved to voluntarily liquidate. The business is to be taken over by the Green Island Cement Co., Limited.

Captain Ballentyne, of the steamer *Flintshire*, has been sentenced to three months' imprisonment by the Saigon Court on a charge of assisting two French soldiers to desert.

The China Inland Mission at Shanghai received a telegram on the 9th January from Lanchow, Kansu, dated the 8th inst., from which it is learned that Hsining is now open, all the missionaries there are well, and there is no cause for apprehension.

A Tokyo press telegram of the 6th January says:—The Government has decided to ask the Diet for a vote of one million yen as a subsidy for running steamers to Europe. The Nippon Yusen Kaisha, it is reported, have resolved to increase their capital to 15,000,000 yen before commencing the service.

We hear that German merchants are making their preparations in view of the prospective opening of the West River and are receiving all possible assistance from their Consul at Canton. When Wuchow-fu is declared an open port it will probably be found that Germany is well to the fore as regards the acquisition of good sites for wharves and godowns.

The Tonkin Customs authorities have officially contradicted the statements recently made by the Hanoi Chamber of Commerce as to the repeated examinations of goods proceeding to Yunnan by the Red River route. It is stated that the goods are examined at Haiphong and are not interfered with again until they arrive at Laokay, when they are checked for payment of duty.

It is said, according to the *Straits Times*, that the recent visit of Admiral Buller in H.M.S. *Alacrity* to Sandakan and Manila was in connection with the killing of Manila men who had deserted from the Spanish garrison of Sulu. The men were alleged to have been shot by armed men from the Spanish man-of-war *Marquis del Duero*, aided by men of the British North Borneo police.

Thus the recent edict of the King of Korea as given in the *Nagasaki Express*:—"I take the lead in getting a hair-cut, and thus give an example to all my subjects; and you, all my subjects, are hereby commanded to comply with my desire and get hair-cuts too, and thus accomplish the exalted work of placing my country on the same plane as all the other civilised powers in the world."

A fire occurred at Bangkok on the 31st December in which about forty wooden houses, two blocks of brick buildings, and the chief temple of Wat Cheng were consumed. The temple, as we learn from the *Bangkok Times*, is the oldest and most historic wat in Bangkok. According to Siamese history it is built upon the spot where the fugitives from the sack of Ayuthia found themselves at dawn of day, and when Bangkok was first built upon that side of the river it was decided to commemorate the incident by erecting the present building, alongside of which was built the King's palace, now the residence of H.R.H. Prince Chakrapati-pongse (Ong Yai). Two fatal accidents occurred at the fire.

THE SHANGHAI COTTON INDUSTRY AND THE LEKIN QUESTION.

An important announcement is made in the *Japan Mail* affecting the prospects of the cotton industry at Shanghai. A conventional stipulation is said to have been already concluded, though it is not yet in force, to the effect that produce in China which, having been carried to a port of shipment for the purpose of export, has consequently been exempted from any inland charge other than the commuted tax of one half of the export duty, may be relieved from the necessity of export and be sold locally on payment of a further tax of five times the commuted likin. In other words, supposing that an article intended for shipment abroad be liable to export duty amounting to 5 per cent. *ad valorem*, then its total liability in respect of export and likin would be 7½ per cent.; whereas if it be not shipped abroad but offered for sale at the port of shipment or elsewhere within China, it must pay an impost of 15 per centum. It is not stated with whom this "conventional stipulation" has been made, but presumably it forms one of the terms of the commercial treaty now in course of negotiation between China and Japan. Possibly Japan thinks she has made a mistake in stipulating in the treaty of peace for the importation of machinery into China and the establishment of manufacturing industries which may compete with her own. The article in the *Japan Mail* seems to indicate as much and that the heavy taxation of raw produce that has been assented to is intended to remedy the mistake. The article may, in fact, be read as a warning to Japanese capitalists against carrying out their intention of establishing mills at Shanghai. Surprise is expressed that neither in the prospectus of the projected Japanese Cotton Company nor in the published projects of foreign companies organized for a similar purpose, does any statement appear as to the method of procuring raw cotton. "Yet that is the one vital question. Were it not for the apparent economy to be effected by obtaining Chinese cotton in *loco*, there would be no special inducement to devote large sums of money to the establishment of spinning factories in Shanghai." Our contemporary then goes on to speak of the difficulties that may be experienced in obtaining raw cotton. The lekin question is referred to and the provision of the Tientsin treaty allowing the commutation of inland charges on produce intended for export by the payment of an additional half-duty is quoted. But produce not intended for export is not entitled to the exemption. Consequently raw cotton not intended for export will fall within the category of ordinary Chinese produce passing from one place within the empire to another, in search of a market, and will be liable to be taxed at every lekin station *en route*. What such taxes would aggregate our contemporary cannot state with precision, but says that a rough idea of what lekin means may be gathered from the conventional stipulation referred to at the commencement of this article, namely, that produce which has been carried to a port of shipment for the purpose of export may be sold locally on the payment of a further tax of five times the commuted lekin. The article proceeds:—

"Observe how this applies to the case of raw cotton. It pays at present a specific export duty representing about 3 per cent. *ad valorem*. Hence, it can be carried from the interior and shipped to Japan by paying a total impost of 4½ per cent. But if, in-

stead of being carried to Japan or some other foreign country, it be intended for manufacture into yarn at a Shanghai mill, and then for sale in the markets of China, obviously the Chinese authorities may require it to pay an inland tax of 9 per cent. at least. That, indeed, is too favourable a statement of the case. The fact is that such cotton, not being certifiable by its foreign purchaser—supposing it to have been purchased by a foreigner at the place of production—would be liable to be taxed at every lekin station passed *en route* for Shanghai, and by the time it reached the mill it would probably have been mulcted to the tune of 20 or 30 per cent. Possibly there may be an idea that the Chinese Government will make an exception in favour of raw cotton; that, having granted permission for factories to be established at the open ports, it will extend its complaisance to the raw material required for manufacture. Such a hope appears to us quite chimerical. Assuredly it is entirely opposed to the practice invariably adopted by the Chinese authorities. They take no thought whatever to foster trade—trade in foreign hands above all—but regard it simply as a means of procuring revenue. Moreover, the Chinese themselves are engaging in the cotton-spinning business, and there will naturally be a disposition to discriminate against the foreigner. It seems to us, therefore, that whereas mill-owners in Japan can now procure raw cotton from China by paying to the latter a total tax of 4½ per cent. *ad valorem*, they will find themselves obliged to pay an impost of 20 or 30 per cent. on the same cotton if they establish mills in China to spin it. Then follows an intimation that the question is not likely to be included in the negotiations now taking place between Earl Li and Baron HAYASHI, and that "Japanese capitalists ought to investigate this point before they sink large sums of money in Shanghai mills. Otherwise they may find themselves ruinously handicapped when they come to purchase cotton for their work."

The point ought also to be investigated by European capitalists. If the success of the cotton industry at Shanghai were dependent solely on Japanese goodwill the hopes of the promoters might be doomed to disappointment, for Japan appears to be huffed at what the *Japan Mail* terms "the exceedingly unsatisfactory recognition accorded to Japan's cosmopolitan liberality in framing the Shimonoeki Treaty." It is probable, however, that the conclusion of the commercial treaty with Japan will be followed by a revision of the treaties with other powers, and even without such revision representations might be made by the Ministers of the various countries whose subjects are interested in the industry. At the same time it is possible the Governments might take the view that they were not specially interested in facilitating the building up of an industry intended to compete with those of Europe and America, and might be disposed to leave China to tax her raw cotton as she thought fit. The point is an important and interesting one, and it would no doubt be reassuring to the shareholders in the various cotton Companies that have been floated to be authoritatively informed what the prospects as to the supply of the raw material really are. It may turn out after all that the Companies have made a mistake in going to Shanghai instead of coming to Hongkong. We suspect, however, that it will be found in actual working

that there will be no lack of raw cotton at Shanghai, and that the native officials, avaricious as they are, will see that it is to their interest not to kill by prohibitive taxes what promises to be such a large and lucrative source of revenue.

MR. DEMETRIUS BOULGER ON THE PARTITION OF CHINA.

In the *Contemporary Review* for December Mr. DEMETRIUS BOULGER has an article on "The new situation in the Far East," taking as his text the following passage from an article in the Russian journal *Novosti*:—"The final advantage will rest with that Power which shows most skill in understanding and in shaping to its own ends the new conditions brought into being by the war between China and Japan." The old situation in the Far East, Mr. BOULGER says, was based on the assumption that England possessed there not merely a vast commercial superiority, but a diplomatic pre-eminence which would prevent any single State from pursuing an original policy of its own. Mr. BOULGER agrees with every other writer on the subject in acknowledging that that diplomatic pre-eminence has been destroyed. We cannot, however, share his regret that England did not try to re-establish her position by holding on to the coat-tails of Russia, France, and Germany and objecting to Japan's acquisition of Liaotung. What chiefly damaged England's prestige was Lord ROSEBURY's abortive attempt in the early stages of the war to secure united intervention, but that damage having been sustained it would not have been repaired by our joining the other Powers later in the day in thwarting Japan. The importance of Mr. BOULGER's article, however, lies not so much in its criticism of the past as in its suggestions for the future. "Our diplomacy," he says, "was not so much at fault; the grand defect was the want of a clear and rational policy; and if we are to hold our own in the Far East it must be promptly found." What is the policy he suggests? Briefly stated it is this, namely, that England should proceed on the assumption that Northern China will pass under the control of Russia and that the development and realisation of Russia's plans will entail counter measures on our part. "At Shanghai," Mr. BOULGER says, "We control the most important and valuable portion of the trade of the whole Empire. In Hongkong we have a commanding base for operations. If we care to take the initiative, we could promote the creation of independent Governments in more than one of the most populous provinces of China. Very probably they would be no better than the one they displaced, and perhaps no remedy would be found short of the gradual extension of our own authority. Thus insensibly shall we be drawn into the conquest of Southern China—the richest and most prosperous provinces south of the Great River. While deprecating the necessity, we should take steps in good time for such a contingency being forced upon us, and railways to the frontier of, and even into, the province of Yunnan are as necessary from our point of view as the Siberian line is for Russia. Even China's western provinces of Szechuen and Yunnan, contiguous as they are to different parts of British India, would alone constitute a kingdom of which any monarch might be proud; and with railways to their doors they would easily fall to our share in the impending disruption of

"China. The enterprise seems so vast that it may terrify the imagination to contemplate it, but there will be no practical alternative when Russia's power is established in the North, with perhaps a ROMANOFF installed on the Dragon Throne of Peking. We shall want associates and assistants in that undertaking; and with these possibilities ahead the one immediate step that could be taken is to support Japan in her task of pacifying Korea. The condition of that country has so far been aggravated by the war that was nominally undertaken for its benefit, and China has formally waived all her pretensions in that quarter. Our cordial support would enable the Japanese, now that they have concluded their operations in Formosa, to achieve this portion of their programme, but, for our true and best allies in maintaining our premier place in the Far East we should look to men of our own race, to that Australian nation which in the course of years will constitute the new and perhaps the pre-dominating influence over the China seas."

Had the latter part of this paragraph been omitted the policy presented would have commanded admiration for its boldness and practical common sense, for when the dismemberment of China commences England must be prepared to take her proper share and to see that the markets she now supplies are not closed to her. The reference to Australia may be dismissed as a piece of rhodomontade, while the suggestion of an alliance with Japan and interference in Korea is altogether ill-advised. We have no interests in Korea worth serious consideration, and if the view that Russia is ultimately to be predominant in the North be accepted it would be folly to court her ill-will by adopting a course calculated to irritate her intensely and to bring us no advantage either temporary or permanent. As to the suggested alliance with Japan, while not underrating the material assistance we might under certain conditions obtain from that country neither can we overlook the dangers that an alliance would bring. Mr. BOULGER, in an earlier part of his article, says:—"Japan is naturally an ambitious and aggressive power, and having tasted blood in a profitable continental adventure there will be no holding her back whenever she thinks she sees or can make an opportunity of carrying out her plans." That is not exactly the temperament that one would desire in an ally. Furthermore, it is by no means certain that Japan would accept the proposed alliance. She has her own ends in view and an alliance with England or any other Western Power might embarrass her in their execution. She would certainly not give her assistance to a scheme for the partition of China between Great Britain and Russia, she herself being left out in the cold; nor would England be very willing to assist Japan to take a slice of China, though she might, as in the case of Liaotung, refrain from interference so long as her own interests were not affected. Japan has earned the admiration of England by her conduct of the late war and the temperance with which she has comported herself in victory; and for the moment England seems to be in favour in Japan, though it is not long since the reverse was the case. That the present friendship may be permanent we sincerely hope, but there is no community of feeling or aims that would justify the two Powers in going into partnership; if they did so they would quarrel directly. Mr. BOULGER's case, in fact, is very loosely put together and his arguments

on many points fail to convince. He is on safe ground, however, when he urges the necessity of the "clear and rational policy" of holding as our own the reversion to the southern provinces of China. As for Korea and Manchuria, for our own part we think the less England concerns herself about them the better. Ten years or even three years ago the case might have presented itself in a different light, but circumstances have changed, and, to quote once more the words from the *Novosti* which Mr. BOULGER takes as his text, "The final advantage will rest with that Power which shows most skill in understanding and in shaping to its own ends the new conditions brought into being by the war between China and Japan."

A DANGER TO BRITISH SHIPPING.

To be forewarned is to be forearmed is a good motto to proceed on in business and has been acted upon by Messrs. BUTTERFIELD AND SWIRE in bringing to the notice of the Shanghai Branch of the China Association the new regulations proposed to be imposed on British shipping engaged in the passenger trade between Chinese ports. The references made in the firm's letter to the Association and in the Association's letter to the Secretary of State to previous representations on other matters having been disregarded because they came too late apply more particularly, we believe, to the arrangement of the tariff under the new treaty with Japan, and the experience gained in that matter may well put commercial men on their guard against allowing important interests to be damaged behind their backs. Had the Chambers of Commerce been consulted in reference to the Japanese tariff there is reason to believe much better terms might have been arranged in regard to certain important articles, but the Foreign Office apparently could think of little more than the duty on hats, a fly with which the astute Japanese negotiator very cleverly caught his fish. In regard to the proposed new regulations affecting British shipping the same disastrous secrecy could not be observed, because the matter would have to come before the Hongkong Legislative Council, where there would be full opportunity for discussion, and the unofficial members would perhaps exercise due vigilance in a matter so closely affecting commercial interests, though most of the hon. gentlemen have of late years been very complaisant in accepting Governmental proposals that were fairly open to objection. However, it is much better to be too soon than too late, and as Mr. CHAMBERLAIN is desirous of being informed of all matters affecting trade the Shanghai Branch of the China Association has done well in accepting the right hon. gentleman's invitation and informing him of this threatened blow to the British shipping trade. The case made out against the proposed regulations appears quite conclusive. We are not aware that there are any substantial complaints to be made against the way in which the passenger trade on the China coast is carried on, though from an ideal point of view it is possible that some improvement might be effected. If China were strong enough and enlightened enough to control the matter herself and enforce uniform regulations upon vessels of all nationalities in all her ports British ship-owners would not be likely to object to any reasonable measures that might be adopted for enhancing the safety or comfort of the passengers, but they have very

good grounds for objecting when they know that in practice the regulations would only be fully enforced in regard to British ships and that vessels of other nationalities would be allowed to evade them either partially or altogether. And that this would be so there can be no doubt, notwithstanding any nominal adhesion to the regulations that might be given by other Governments. The reasons for this conclusion are fully set out in the correspondence published in another column. Messrs. BUTTERFIELD AND SWIRE are to be congratulated on the vigilance they have displayed in this matter and it is to be hoped that the letter of the Shanghai Branch of the China Association to the Secretary of State may have the effect of bringing out instructions to the Hongkong Government that it is undesirable it should exercise its superabundant energy in the direction of handicapping British trade.

THE TRANSVAAL.

That England's little trouble in the Transvaal should cause her Continental friends to jeer was what might be expected, but for the German press to "censure Britain's colonial policy in unmeasured terms" appears the height of offensive effrontery. Wherever the British flag has been planted Germans have been as free as Englishmen to avail themselves of the trading facilities it covers, and they have not been slow to take advantage of the privilege. It is to the opportunities afforded by England's colonies that the development of Germany's foreign trade is largely due and though we do not expect gratitude for a liberal policy that has been adopted and followed in what we believe to be our own interests desistance from abuse might at least be looked for. If, however, the censure be confined to the policy pursued in regard to the Chartered Companies there may be some ground for it. There has been no lack of criticism of these institutions in England itself, and the recent lamentable *contretemps* would seem to show that the criticism has been in some measure justified. Dr. JAMESON was the Administrator of the territory of the South African Company, and whether he acted under the direction of his Board or on his own initiative the Company must be held responsible for his acts. The dangers of government by Company have received a striking illustration, and the result will probably be the substitution of direct Imperial rule. Dr. JAMESON's ill-advised action will in any case bring very unpalatable consequences to the shareholders in the Company that was expected to do such great things in the development of the Dark Continent, but which has instead brought down upon itself and upon England the opprobrium of the whole world. England, however, can manage her own affairs without dictation from abroad, and she will settle the South African question in her own way. Happily in Lord SALISBURY and Mr. CHAMBERLAIN we have men in whose judgment and decision general confidence will be felt. The present unhappy muddle with which they are called upon to deal may be regarded as a legacy from Mr. GLADSTONE's pusillanimous settlement of the last Boer war.

II.

At the present juncture, when recent events have brought the Transvaal once more into unpleasant prominence, it is interesting to note what a foreign critic says of the South African Republic and its inhabitants. In his recent work, "John Bull & Co.," written after a tour of the Colonies in 1893, MAX

O'RELL (otherwise PAUL BLOUET, the genial French critic of the British school-boy) gives some account of the Transvaal, its cities, president, and settlers. Like other travellers he has formed a high opinion of the resources, mineral and agricultural, of South Africa, and especially of the Transvaal, and he fully endorses the testimony of Lord RANDOLPH CHURCHILL that the Boers will never develop these resources. Though it is now well known that the country is underlaid with gold, it is equally certain the Boers will never dig for it. They will continue to scratch the surface, but they will not find the energy to dig far below it. "They occupy," says MAX O'RELL, "immense tracts of land which they do not cultivate, and in their hands the country makes no progress. I have seen farmers whose farms were as large as Devonshire, and who contented themselves with pasturing cattle on a few hundred acres. They are ignorant, behind the times, stubborn and lazy. They refuse to till the earth with modern implements. They do the kind of farming that was done in the time of ABRAHAM, ISAAC, and JACOB. Their houses are often like pigsties. Before going to bed, they take off their boots, and call that undressing. Their floor is their bed. . . . Take all that is dirtiest, bravest, most old-fashioned and most obstinate in a Breton, all that is most suspicious, sly, and mean in a Norman, all that is shrewdest, most hospitable, and most puritan and bigoted in a Scot, mix well, stir and serve, and you have a Boer, or, if you will—a boor." The lively French critic rightly adds that the world goes round too quickly to long allow the Boer to stand still; "he will have to mend or end." For a long time, he says, the Boers refused to have railways in the Transvaal because they are not mentioned in the Bible, and only sanctioned them under the title of "steam tramways." The Raad (or Parliament) also refused to have the Government Buildings insured against fire because "if it be God's will that they shall burn, there is no going against it." Our author specially notes the fact that the Boers are all dead shots. Their army consists of only a company or two of regular soldiers, but they can count some twenty thousand riflemen, and reckon upon their ability as marksmen to preserve the independence of the country. They gave us a taste of their quality at Majuba Hill, but the soldiers then opposed to them were raw boys, who had not learned to shoot. How they would fare at the hands of such a force as the Cape Mounted Rifles or the Bechuanaland Police is quite another question.

What MAX O'RELL has to say about Johannesburg is still more interesting. Pretoria, the official capital of the republic, is a small town of a few thousand inhabitants, verdant and pretty, with a fine Government Building, the most imposing edifice in South Africa, which cost upwards of £200,000. But Johannesburg is described as the most marvellous monument "of British energy and perseverance," clearly at once the centre and focus of business and industry in the Transvaal, and, in MAX O'RELL's opinion, the most important town in South Africa. We will, however, let him speak for himself; he wrote in December, 1893:—"Johannesburg, which is seven years old and no more, is to-day a town of 60,000 inhabitants, well built, possessing first class hotels, shops as important as those of the large European towns, elegant suburbs, dotted over with charming villas; and although there is not a tree to be

found growing wild within five hundred miles Johannesburg has a very promising park and beautiful private gardens. And please to remember that the railway was only brought to Johannesburg a year ago, so that each stone, each plank, each nail that served to raise this city in the desert, by enchantment so to speak, must have been brought there in heavy carts drawn by oxen, at the rate of about a mile and a half an hour." The Boers, he adds, have contributed neither to its birth nor its growth. The streets are wide and straight, and the town now possesses irrigation works and reservoirs, the want of water having at first been its greatest drawback. The population is most cosmopolitan, but the great bulk of the settlers are of British origin. All the luxuries of civilisation are obtainable, though they are expensive, but money is easily earned and is freely spent. MAX O'RELL sums up his impressions of the great gold city as follows:—"Johannesburg will absorb the Transvaal; the apathy of the Boers will be bound to give way to the ever increasing activity of the English; but the prestige of England will profit nothing by this. The Transvaal is destined to become an Anglo-Saxon republic, which will one day form part of the United States of South Africa. With me this is not a simple impression, but a firm conviction." The reason he gives for this conviction is the belief that the English settlers there have never forgiven the old country the humiliation forced on them by Mr. GLADSTONE after the reverse at Majuba Hill, by submitting to that defeat and rendering them ridiculous in the eyes of all the Dutch population in South Africa. Our friendly critic may prove a true prophet, but we are doubtful on that point. Federation will yet, we think, precede separation in South Africa, but a great deal will probably depend upon the course steered in the present exceedingly awkward position in which the Secretary of State for the Colonies has been placed by the indiscretions, or blunders, or follies, of Mr. RHODES and Dr. JAMESON. It will tax the ingenuity of the greatest statesman to avoid on the one hand the Scylla of Boer implacability and obstinacy and the Charybdis of British pride and passion on the other. Happily for all parties Mr. CHAMBERLAIN is not likely to lose his head or to forget what is due to justice on the one side and his country's honour on the other. But it is truly unfortunate that, at the very moment he was contemplating the promotion of Lord CARNARVON's pet project, the federation of the South African states, the torch of civil strife should have been thus recklessly ignited.

Concerning the two great figures in South African politics, MAX O'RELL has a good deal to say. He has considerable admiration for both CECIL RHODES and PAUL KRUGER, and gives us brief but graphic sketches of these remarkable personages. He speaks, moreover, from personal knowledge and observation. CECIL RHODES he regards as the impelling force of the South African chariot; "OON PAUL" as the drag on its wheels. MAX describes the ex-Premier of Cape Colony as follows:—"Mr. RHODES is six feet high. His head is large and powerful looking, his eye dreamy but observant. He has the quizzical look of the cynic, and the large forehead of an enthusiast. When he laughs, which is not often, the left cheek shows a dimple that you would think charming in a child or a young woman. The face is placid; it is that of a diplomatist who knows how to wait and see what you are going to say or do. All suddenly this face lights up, and the gaze becomes

resolute; it is the face of a man of action, who knows how to seize an occasion and turn it to account." The writer goes on to express the belief that Mr. RHODES's ambition is to acquire for the mother country the whole of South Africa up to the Zambesi, and if John Bull gives him a free hand this will be realised, whereas if he is hampered by the Colonial Office he may one day become President of an independent African confederation with Mr. HOPMEYER for Vice-President. President KRUGER is tersely described by MAX O'RELL as a thickset man, rather below the middle height, who carries his seventy odd years lightly. His forehead is narrow, his nose and mouth large and wide, his eyes small and blinking, like those of a forest animal; his voice so gruff and sonorous that his *ya* is almost a roar. He barely knows how to write, and speaks in the Dutch *patois* used by the Afrikaner farmers. The President's mode of life is primitive. He rises at five every morning, and lives on simple fare. His habits are not over refined, as might be expected. When MAX had an interview with him in his drawing room he smoked an enormous pipe and expectorated on the carpet in the most unceremonious manner. Enjoying a salary of £8,000 a year and £500 for public expenses, he lives comfortably on the latter sum and saves the former. He must therefore be wealthy. He not infrequently preaches the sermon in the Church at Pretoria, which stands opposite to the Presidential Bungalow. In the course of the interview he accorded to the traveller, President KRUGER said the English were welcome to Johannesburg; they helped to develop the resources of the Transvaal and in nowise threatened the independence of the country. In reply to a suggestion from MAX that the Transvaal was being hemmed in, "Oon PAUL" remarked:—"I can count upon eighteen thousand men, sir, who will die to the last man to defend the independence of their country."

There has come a collision between the driver and the drag, it would seem. Mr. RHODES, who is little over forty, has been a young man in a hurry, and either by his own instrumentality or that of his agents has put back the clock of South African progress. Had he been content to let matters alone, the end he hoped for and was working for might have been peacefully attained. Time is fighting for the Anglo-Saxon. The English language is steadily obliterating Dutch throughout South Africa. MAX O'RELL says that in the free library at Burghersdorp, one of the most Dutch towns of the Cape, he found 2,000 English volumes and about 40 Dutch books. The Dutch boys at the Cape play football and cricket and get Anglicised at school. At Johannesburg, too, he tells us when at the end of a concert the orchestra plays the national hymn of the Transvaal no one pays any attention, and the audience talks and remains seated; but the moment the first notes of "God Save the Queen" are struck, every one rises and all the men's heads are uncovered. This last fact hardly bears out the pet conviction of our cheery French friend about the Transvaal becoming an Anglo-Saxon republic, but rather helps to confirm a striking observation made by him in another part of his most entertaining work. It is in reference to his description of Cape Colony. He says:—"Now one of John Bull's mottoes is that of the late Marshal McMAHON, *Je suis, j'y reste*. 'Here I am, and here I stay.' He was in the Cape, and he stayed there. You would more easily withdraw a lump of

"butter from a dog's mouth than John Bull from a territory where he has installed himself." He is also settled in the Transvaal, and we take it that there equally he has come to stay.

A HUNANESE REFORMER.

It is at first sight curious to find among the Hunanese an earnest advocate for the opening up of the province to foreign trade and intercourse. The people of Hunan are notoriously the most anti-foreign of any of the eighteen provinces, but this is probably not so much from genuine conservatism and exclusiveness as from ignorance and the prejudice born of ignorance and sedulously fostered by designing persons. As a matter of fact Hunan is the seat of a great deal of the learning of the Central Kingdom; it is the home of many of the most distinguished families, and it furnishes to the ranks of the officials the largest contingent of any province in the Empire. This very fact, however, has in no small degree, coupled with its inland position, helped to bring about the anti-foreign spirit that found such malignant expression in the flood of libellous anti-missionary literature of recent years and caused the riots and murders in the valley of the Yangtze. What TENNYSON's Northern Farmer said of the poor in the British Isles,

"The poor in a lump is bad"

applies pretty generally to the official class in China. In a body they are unquestionably bad, because they are with few exceptions corrupt, and they dread the growth of any influence calculated to put their craft in danger. When therefore a fanatic like CHOU HAN comes to the fore with a surprising facility of invention and equal power of vindictive expression, and pens a series of horrible accusations and assertions about the foreign teachers of the Christian faith, stirring up the passions of the populace against them to boiling point, the mandarin generally approved, applauded, and protected the libelled.

While, however, we are prepared to maintain that the official class in China are as a whole venal and corrupt, we are equally ready to admit that there are bright exceptions to the rule, and of these the late Marquis TSUNG and KWONG SUNG-TAO, both of whom were Hunanese and both of whom were for several years accredited as Ambassadors to London, were distinguished examples. Unfortunately for China the experience and knowledge gained by these two intelligent and patriotic Chinamen was soon lost to their country, partly by the jealousy and distrust of the Peking Authorities and partly in consequence of their early removal from the arena by death. One of the greatest disappointments to the friends of progress in China was the prompt and complete effacement from political life of these able men on their return to their native country, before they could in any way influence its policy and administration. It would appear, however, from two papers addressed to the Foreign Ministers by an expectant Assistant Magistrate of the First Class in Hunan, named YI WEI, that the seed sown by KWONG SUNG-TAO, in his writings and possibly by verbal advice to coming men, has not fallen altogether on stony ground, for this young mandarin comes boldly forward as the advocate of the opening up of his province to foreign trade and intercourse. Not only is the movement voluntary on his part, but it would appear that he represents a party in his province and that one city at least is ready to wel-

come the *Fan-kwei*. He states that he has repeatedly petitioned CHANG CHIH-TUNG, when that official ruled at Wuchang on the subject, but without effect. He has since addressed a paper to Sir ROBERT HART asking for his support in the effort to get his native town of Yingtien opened to foreign commerce, and finally he makes an earnest appeal to the Foreign Ministers to combine to ask the Chinese Government to take this step in order to benefit Hunan by dissipating the ignorance that at present renders the ignorant masses so hostile to strangers and blind to their own true interests.

Mr. YI WEI's papers are not only very interesting as affording a gratifying proof that there is in Hunan a pro-foreign party but also on account of the practical suggestions they contain. As a native of Hunan, he naturally understands his fellow provincials and is thoroughly acquainted with the resources and capabilities of the various ports. Something may perhaps be allowed for his not unnatural preference for his native place before other towns, but his selection of Yingtien as the most promising place for the future treaty port has much in its favour. He says concerning it:—"The town of Yingtien, in the jurisdiction of Siangyin, is distant from the provincial capital, Changsha, about 200 li (sixty-two miles). The above named town is on the highway connecting with the provinces of Yunnan and Kweichow on the west; Kwangtung and Kwangsi on the south; and on the north is the Tungting Lake. In a word Yingtien can be truly said to be one of the keys of Hunan. Although its water communication is not very deep, still it is free from sandbanks and shoals to obstruct navigation. It is just the place for a port of call for steamers and contains decidedly more advantages than Changsha for such a purpose." If Yingtien is identical with the populous and busy town known on the maps as Siangtan no doubt Mr. YI WEI is correct in his conclusions. It is also, as he points out, quite true that Changsha has always a large floating population of idlers and unemployed, forming the material out of which it is easy to collect a mob. The suggestion that missionaries should only be admitted to the port after the people had become accustomed to foreigners and had learned the advantages of commercial intercourse with them is characteristically practical. Possibly the missionaries would take a completely opposite view and consider that they are the best pioneers of western civilisation as well as of religion, but we can quite believe that the other idea would recommend itself to the Chinese official mind. The author of the paper winds up with another rather canny idea. He would only employ natives of the town in constructing the necessary port works; people belonging to other districts or provinces should not be allowed to come in and reap these advantages. Mr. YI WEI is evidently not a free trader; he wishes to secure what advantages may be reaped from the establishment of foreign hongts at Yingtien to the natives. These are mere details of course, and there is worldly wisdom in his reflection that if the advent of foreigners brought the inhabitants profitable employment it would render the opening of the port popular. It is refreshing to find a Hunanese official—expectant or otherwise—so eager to see this isolated province opened up to foreign trade as to earnestly advocate it, and, undaunted by rebuffs, to persevere in his efforts to secure for his district the benefits that he feels persuaded would accrue from intercourse with the contemned foreigners.

THE DEFENCE OF SHANGHAI.

A correspondent of the *N. C. Daily News* suggests that Shanghai should be defended by heavy guns and submarine mines and that the Volunteers should be trained in the use of these weapons. He writes as though the Settlement were a British possession, and from that point of view has no difficulty in making out a good case. "On the outbreak of hostilities between Great Britain and other Powers," he says, "our merchant vessels would be at once exposed to the danger of attack from commerce-destroying cruisers. These cruisers would probably hover outside the entrance to the principal shipping ports, lying in wait for rich prizes, ready to cut them off. There is, at present, nothing to prevent an enemy's cruiser from following our merchant ships up the Woosung river, and taking them, or destroying them, even from alongside the wharves, and that under our very eyes. Half-a-dozen torpedo boats, coming up at night on a raiding expedition, could effect incalculable damage in a few hours." That is true enough, but unfortunately for the correspondent's case Shanghai is not a British possession. This is very tersely put by another correspondent, who says:—"Your Correspondent H. V. S., in his inspiring encouragement to British residents to rise in defence of their lives and property, appears to have overlooked two rather important points: that Shanghai is a Chinese port, not yet become British; and that a good few of the foreigners resident in Shanghai have not the honour to be British subjects. In a war in which China is not involved, the port is a neutral port, and all foreign lives and property in it are entitled to neutral rights, which would be forfeited by such measures as H. V. S. advocates." In the event of a war in which Great Britain was involved, however, the neutrality of Shanghai would not be worth very much if the enemy were strong enough to overcome our power on the sea. Suppose, for instance, that Russia, Germany, and France were arrayed against us and possessed the preponderance of strength afloat, what would be simpler than for them to arrange with China for the loan of Shanghai, as Russia is reported to have arranged for the loan of Kyauchow? If thereby they could damage British trade and it suited their plan of campaign they would have no hesitation in using Shanghai as a basis of operations and China would be powerless to refuse any request they might make for the use of the port. The proposal of H. V. S. to establish defensive works cannot be entertained, but on the other hand the legal fiction of the neutrality of the port cannot be regarded as any effective substitute for big guns.

SUPREME COURT.

8th January.

IN ORIGINAL JURISDICTION.

BEFORE SIR FIELDING CLARKE (CHIEF JUSTICE).

THE NATIONAL BANK OF CHINA, LIMITED,
v. CHUN KING TING.

Plaintiffs sued for a writ of foreign attachment against the property of the defendant. Mr. H. E. Pollock (instructed by Mr. Ellis) appeared for the plaintiffs, and said the claim was being proceeded with *ex parte* under the provisions of sub-section 17 of section 82 of Ordinance 18 of 1873, which relates to foreign attachment. The plaintiffs' registered offices

were in Hongkong, and the defendant's alias was Chuk Chin Yeung. He formerly carried on business at 18, Praya Central under the style of Chuk Si Kuk Si, and he resided at 40, D'Aguilar Street. The plaintiffs' claim was for two bills of exchange for \$4,000 and \$3,000 respectively. They were drawn by Leung Sin Ko upon the defendant, who was described on the bills as Mr. Chun King Ting, of the Chuk Si, and they were accepted by him and payable to the plaintiff Bank fifteen days fixed after sight. The bill for \$4,000 was drawn on the 10th October and was accepted on the 31st October by the defendant himself. He signed his name as acceptor and also chopped the bill, which became due on the 15th November, with his firm's chop. The bill for \$3,000 was dated 14th October last and was also drawn by Leung Sin Ko upon the defendant in favour of the plaintiff Bank fifteen days after sight, and was accepted by a man in the employ of the defendant named Lam Yuk, alias Lam Po, on the 29th October. This man had the authority to affix the chop of the defendant's firm and he did affix the chop on the bill which became due on the 13th November.

His Lordship—The second bill was not accepted in the defendant's name.

Mr. Pollock—It was accepted in the firm's name.

His Lordship—Is he the sole partner?

Mr. Pollock—I do not know whether he is sole partner; he is one of the partners, and I have authority for the fact that the firm's acceptance would bind him.

Counsel then quoted the case of Nicholls v. Hearn reported in 9 Ex. page 854.

His Lordship—This is not an acceptance per procuration; another man signs as acceptor.

Mr. Pollock—Yes, but that man will prove that he had authority to put the firm's chop on the bill.

His Lordship—The defendant's name is not on the bill.

Mr. Pollock—In this case it is accepted in the name of the Chuk Si Kuk Si, which is a name for a corporation. The bills were presented for payment at the defendant's shop, but the defendant had gone to Canton, and the foks in the shop said they had no authority to pay the money. The bills have not yet been paid nor the interest upon them.

His Lordship—What is the rate of interest?

Mr. Pollock—There is no rate of interest mentioned; we ask for the ordinary rate, 8 per cent. I shall prove these facts and then ask your Lordship for leave to issue execution on certain property belonging to the defendant and which was left him by his grandmother.

Evidence was then called in support of counsel's opening statement. In reference to the bill for \$3,000 his Lordship said he could not see that the plaintiffs had a remedy except as against the drawer.

Mr. Pollock thought the case he had quoted was sufficient to support his case.

His Lordship—In that case the bill was accepted in the man's personal capacity, and he was the drawee. In the judgment Baron Pollock said, "Now the legal effect of this acceptance is that the defendant accepts the bill as principal and as agent for all the other members of the firm." The judgment is against and not in favour of your case. In this case the drawee did not accept.

Mr. Pollock—It was done with his authority; I admit, however, there is a difficulty.

His Lordship—Even if he did give authority you would have to prove a direct authority to accept the bill.

Mr. Pollock—General authority, I think, would be sufficient.

His Lordship—To carry on the business of a firm? No. I give you judgment on the bill for \$4,000 and costs of noting and stamping. What application do you make in regard to the \$3,000?

Mr. Pollock—We cannot do anything further in regard to that. Will your Lordship grant us a non-suit? We might be able to get further evidence.

His Lordship—Very well; the \$3,000 claim is withdrawn, with liberty to bring a fresh action.

Mr. Pollock then proceeded to call evidence as to the property which the plaintiffs sought to attach.

Mr. A. Seth produced the original will and petition for probate.

Mr. Pollock asked if the will was signed by Chun Kung Shi.

His Lordship—In the copy the name is Chun Kung Sz. I am afraid sufficient care is not exercised in Chinese names. Any similarity is immediately jumped at and assumed to be the same name. There might be a danger of attaching somebody else's property.

The inquiry respecting the property was adjourned until next Wednesday in order that further evidence might be called.

Mr. Pollock—I am instructed to apply for an adjournment into chambers.

His Lordship—This is absent people's property and I think it is just as well to have a public inquiry.

Judgment was then entered for the plaintiffs for \$4,000; the \$3,000 case was withdrawn, and the inquiry respecting the property adjourned until the 15th January.

SAFETY OF THE "BONNINGTON."

A MEMORABLE VOYAGE.

The steamship *Bonnington*, Captain Leighton, safely arrived in Hongkong on Saturday, at one o'clock in the afternoon. The news of her safety was first received in the colony from Captain Gyles, of the *Paoting*, who reported having passed the *Bonnington* in tow of the *Boynnton* ten miles west of the Lammocks, and at noon a telegraphic message came from Cape D'Aguilar stating that the missing vessel was then passing the station. An hour later she had dropped her anchor off West Point. It is impossible for any word picture to depict the perilous events of the *Bonnington's* memorable voyage and the brave struggles of the captain and crew who fought such a praiseworthy battle against the overwhelming odds against them. Weeks ago the vessel was given up as lost. She started from Yokohama for Moji, via Kobe, to take in a cargo of coal for Messrs. Carlowitz and Co., on the afternoon of December 3rd. But Kobe was never reached, and as the voyage usually takes only three or four days, the greatest anxiety was felt for the safety of the ship and crew. Steamers going northward were instructed to keep a keen look-out for her, but no tidings of her whereabouts were received. H.M.S. *Edgar* was also sent from Yokohama in search of the boat, but this, too, proved futile, and as day after day passed by without any information being received by her agents, Messrs. Dodwell, Carlill, and Co., it was concluded that the ship and all hands had been lost. One may imagine, therefore, how warmly the good news was received on Saturday, and how thankful the men themselves were when they were safely towed into harbour. The particulars of the voyage, as furnished by Captain Leighton, form one of the most extraordinary stories of the sea that can be imagined, and all honour is due to the Captain and his crew for the true British pluck they showed throughout the perilous voyage.

It was on the 4th December that the first difficulty was encountered. A N.E. wind blew, the sea ran very high, rain fell in torrents, and the ship, which contained no cargo, pitched and rolled very heavily. On the morning of the 5th Cape Osaki, which is about forty miles from Kobe, was sighted, but the gale then increased in violence, and the ship broached to on the port helm and fell into the trough of the sea, and was tossed about like a huge cork. Then happened an accident which made the crew feel that their doom was sealed. Captain Leighton was endeavouring to wear the ship round on the other tack when the bed of the boiler gave way, and the ship was in dire stress. The boiler is one of sixty tons weight and with every roll of the vessel this tremendous mass of metal dashed against the bunkers, completely smashed them in, and threatened every minute to crush in the sides, when all would have been over. It was at this time that the crew displayed that calm courage which is the true test of a man's heart. The men realized their almost hopeless position, but they failed not in their duty. Not a man shirked his captain's orders; all worked willingly, and it is undoubtedly due to their manly conduct that the ship and their own lives were saved. As the

boiler broke from its fastenings the funnel was carried away to sea, and then the crew set to work to tackle with their mighty opponent, the rolling boiler, which, it was feared, would break in the bulkheads in No. 2 and 3 holds; if these had given way the ship would of a certainty have gone to the bottom. Everything at hand was thrown down the boiler room with the object of forcing the boiler into a resting position; sails, tarpaulins, logs of wood, hawsers, &c., were used up in this way, and at length the men's efforts were rewarded. The boiler settled itself on the port side, giving the boat a heavy list, and in order to make it doubly secure heavy chains were passed through and fixed on the upper deck. The ship was in a terrible plight; there was no steam, no sails; a boat had been carried away by the funnel; two men had been injured—only slightly fortunately—and to crown all, the after hold was rapidly filling with water. This last fearful calamity caused the captain to consider the vessel as hopelessly beyond help, and he ordered the starboard lifeboat to be got ready in case the crew were forced to leave. But as the boat was being swung out the hook in the fore part of the boat carried away, bent the davit, and the boat dropped into the sea and was lost. Then to add to all these troubles the port lifeboat was dashed against the ship's side by a tremendous sea as it was being swung out. Only one small damaged boat was left and the crew numbered twenty-six—two being Chinese, three Japanese, and twenty-one Europeans. The outlook was indeed sickening. Darkness was rapidly setting in, the water was gaining in No. 3 hold, and the men were at the mercy of the waves. But there was not a coward amongst the crew; they were fearful of their fate, but they resolved, if the worst should come, to do their duty until death. Some worked the bilge pump and others bailed the water out with buckets, the work proceeding all night. The waves were very fierce and ran higher than the captain had ever seen them in the East. Not a single ship could be sighted and it was in vain that signal rockets were fired. An examination was made of the shaft tunnel, and it was found that water was coming in through the bilge pipes. These were closed, the bulkheads were braced, and the water was thus prevented from making further headway into the hold. In the morning the sea had somewhat moderated and the crew then set to work and made a raft out of the spars and woodwork that could be got. The ship drifted helplessly about and was carried out to sea. It was then decided to improvise sails out of tarpaulin, old bags, and carpets, and this being done a course was struck for the south. They were then 500 miles off Japan, and although steering was accomplished only with very great difficulty they managed to get between the Bonin and Loochoo Islands. Altogether the ship was under sail for thirty-four days. Provisions had run short; the men had one meal a day, consisting of a biscuit or two, a bit of pork, a potato, and occasionally a piece of shark. It is difficult to conceive what hardships they laboured under, and what a terribly trying time they had. They had got altogether out of the track of steamers, and one day they almost came to grief on the Providence reef. About 2 a.m. on the 8th inst. they got into latitude 26.57, longitude 121.57, and at length their spirits were heightened by seeing a steamer, which proved to be the *Boynnton*. A rocket was sent up, and the *Boynnton* responded at once. Captain Leighton signalled that his ship was disabled and he was then asked if he wanted assistance. He decided to put off in the small boat he had left and explain matters to the *Boynnton's* captain. On returning Captain Leighton and the other men in the boat almost lost their lives, as the craft was such a frail one that she nearly filled notwithstanding frequent bailing. The captain of the *Boynnton* supplied extra provisions to the hungry crew on the *Bonnington* and the vessels kept company until daybreak, when the *Boynnton* took the *Bonnington* in tow and started at full speed for Hongkong. They were favoured with good weather, and at one o'clock on Saturday afternoon they steamed into the harbour, and the *Bonnington* dropped her anchor off West Point. During the 34 days they were under

sail they made 1,732 miles, the best day's run being 75 miles.

The *Bohnington* is in a very sorry plight, and it needs only a cursory examination to prove what a miraculous escape the steamer and the crew had. Lying on the upper deck is the rudely constructed raft, ready for use, and in the boiler room rests the boiler half submerged in water. The bunkers are smashed in, the furnaces irretrievably damaged, and the stoke hole is half filled with water, on which floats all kinds of woodwork. Since the vessel's arrival she has been visited by many persons, all of whom marvel that she managed to arrive safely in port. Too much praise cannot be bestowed upon Captain Leighton and his crew for their noble conduct during this voyage of peril.

A FOREIGNER'S STEAM-LAUNCH SEIZED ON THE WEST RIVER.

The launch which was towing the cargo boat taking Mr. John Andrew and his cargo of piece goods from Canton to Wuchow-fu has, we hear, been seized. We have not heard if the cargo boat and goods have been seized also.

The incident shows that the lekin officials are still bent on barring the way to goods going inland, unless squeezes *ad infinitum* are paid.

We learn later that Mr. Andrew has returned to Canton to lay his case before the Consul.

SENTENCE BY THE SAIGON COURT ON CAPTAIN BALLENTYNE.

Captain Ballentyne, of the steamer *Flintshire*, has, we learn, been tried by the Tribunal Correctionnel at Saigon on two charges, first, receiving Chinese passengers on board without a licence from the Emigration Officer, and, second, for aiding and abetting two soldiers to desert. The first charge was abandoned. The second was summarily dealt with, the trial occupying two and a half hours. Captain Ballentyne was ably defended by Mr. Thiolier, a young member of the bar, but he was found guilty and sentenced to three months' imprisonment. The case is to be appealed.

The conduct of the President of the Court is commented upon by those who were present at the trial as having been unfair to the defendant. The interpretation, it is said, was also defective.

In connection with the trial of Captain Ballentyne at Saigon for assisting two French soldiers to desert we hear that the point was taken by the defendant's counsel that the two soldiers not having been prosecuted or convicted by the military authorities on the charge of deserting, they could not be considered deserters and that therefore Captain Ballentyne could not be considered an accomplice in the desertion. It is to be hoped our Saigon contemporary will give a full report of the trial in order that the case for the prosecution may be known. At present the affair has a very peculiar appearance.

THE NEW MINISTER TO PEKING.

As will be seen by Reuter's telegram, the office of Minister to Peking has been filled by the appointment of Major Sir Claude Maxwell Macdonald, K.C.M.G. On what principle the appointment has been made does not appear, but the new Minister may possibly prove all the more competent for his duties by being free from any traditions of the Peking legation on China Consular service, and his experience in Egypt and Africa may have given him the training necessary to deal with shufflers of the Tsungli Yamen type. He is not an entire stranger to the Chinese, however, having been stationed at Hongkong in 1879 with the 74th Highlanders. The following is his record in the Foreign Office List:—

MacDonald, Major Sir Claude Maxwell, K.C.M.G., entered the 74th Highlanders, March 16, 1872; was promoted to be Captain, February 12, 1881; and Major (Brevet), November 18, 1882. Served throughout the Egyptian Campaign of 1882, and through the Suakin Expedition of 1884-85, as a Volunteer with the 42nd High-

landers (Brevet of Major; medal with three clasps; Khedive's star; and 4th Class of the Osmanieh). Was employed on Special Service in Egypt, from February 13, 1883, to June 21, 1887. Was attached by the War Office to the Agency at Cairo, from 1882 to 1887. Was Acting Agent and Consul-General at Zanzibar from July 16, 1887, to March 21, 1888. Was appointed to be Her Majesty's Commissioner on the West Coast of Africa, December 15, 1888. Proceeded on a special Mission to the Niger Territories, June, 1884. Was sent to Berlin with reference to the delimitation of boundary between the Oil Rivers Protectorate and the colony of Cameroons. Was appointed Commissioner and Consul-General in the Oil Rivers Protectorate and adjoining Native Territories; Consul to the island of Fernando Po; and Consul in the Cameroons, January 1, 1891. Was made a K.C.M.G., August 4th, 1892.

ANOTHER CASE OF PIRACY.

TWO MEN SHOT.

On the 8th Jan. the Hongkong Police received information of another case of piracy. But this time the outrage was committed in Chinese waters. The affair was certainly a very desperate one: two men were shot, but the wounds were not fatal, although it is a wonder someone was not killed. About four p.m. on the 2nd inst. the *Kam Sun Ki*, a large junk carrying a crew of twelve and three passengers, and having a cargo of a thousand piculs of dried persimmons and salt vegetables, was on a voyage from Shanchun, near Hoifung, to Hongkong, when she was becalmed near Pingloi. Suddenly two fishing junks, of about a hundred piculs capacity each, came up to her, and the occupants at once commenced the affray by firing rifles and revolvers. The *Kam Sun Ki* was well armed, having two cannons, two muskets, and a sword on board, but the crew were quickly forced to submit, as although the cannons were fired the men in the fishing junks succeeded in overpowering the crew. Altogether about fifty men boarded the *Kam Sun Ki*, after throwing stinkpots on board. They then sent the crew and passengers into the hold and battened down the hatches. One of the crew, a man named Ng Wo, was wounded in the left arm by a revolver shot, and another, Fong Ti, was shot in the right leg. Having thus obtained command of the junk the pirates sailed her into a bay near Nunshan, where several other junks came alongside and cargo of the value of \$6,000 was removed. Two days later the *Kam Sun Ki* was taken out to sea, where the pirates left her and went away in their own boats. The imprisoned crew managed after a while to release themselves and they sailed to Hongkong and reported the matter to the police. Several of the pirates and the junks can be identified, so it is to be hoped that arrests will be made.

ADMIRAL MAKAROFF'S COLLISION BUFFER.

On the afternoon of the 9th Jan. H.E. Admiral Makaroff gave a demonstration of his device for minimising the effects of collisions at sea to H.E. Admiral Buller and H.E. Admiral Hoffmann on board the Russian flagship *Nicolai I.* Captain Newall, of the U.S.S. *Detroit*, was also present. The demonstration was made in a small tank on the vessel's deck. At one end of the tank was a small hulk of tin plate stiffened with wooden beams, lying broadside on. At the other end was a model of the *Nicolai I.*, made to a scale of 1 in. to the foot as regards the bow and ram, but the proportion was not preserved in the after part, as that would have required the enlargement of the model to an unwieldy extent. Attached to the bow of the model was a rope passing over a pulley at the other end of the tank and weighted with a sandbag of 20 lbs. The weight being released the model was drawn through the water towards the hulk representing the vessel supposed to be receiving the impact of the collision. The length of rope was adjusted to allow the weight to reach the deck at the moment of collision, so that the way on the model was simply that gathered from the pre-

vious fall. Roughly speaking, the speed, according to the scale recognised in experiments with models, might be taken as eighteen knots, with the propeller stopped at the moment of collision.

The first experiment was made with the cushion on. The cushion, also made to scale, was a very tiny object of cotton thread worked on a metal shell and affixed as a cap on the ram. All being in readiness, the weight was let go, and the model was drawn through the water at a high rate of speed and struck the hulk a heavy blow. The result was that the shell of the latter was dented, but not pierced. The experiment was then repeated without the cushion, with the result that the ram made a clean cut of over an inch in vertical measurement and the injured vessel began to fill rapidly.

Admiral Makaroff explained in detail to his brother Admirals the details of his invention, illustrating by diagrams the operation of the cushion, or buffer, or *museliere* as he calls it, and afterwards accorded to a representative of the *Daily Press* the favour of an interview. His Excellency feels very strongly on the subject of the loss of life at sea through collisions and the importance of the adoption of measures to prevent it. The questions of our representative were directed to the effect the Admiral's invention would have when applied to merchant ships, more especially as regards loss of speed. His Excellency explained that it was only in the case of rams that it was necessary to apply the *museliere* below the water line. In a vessel with a vertical stem he would apply it above the water line. In the day of fiddle-head bows collisions were seldom attended with fatal results, the force of the blow expending itself on the upper part of the vessels. The same result would be attained by putting a guard on the portion of the vertical stem above water. On the deck of the *Nicolai I.* was a *museliere* which is used on the vessel and which has the appearance of a fender, which is what it really is, shaped to the lines of the ram. A similar fender attached above the water-line to vessels with vertical stems would go a long way to modify the effect of collisions and would operate as buffers do on railway trucks. His Excellency, however, has also another plan, which is to build out from the vessel's bow a small projection of thin iron filled with cork, indiarubber, or other suitable material; on a collision taking place the iron would collapse like an eggshell and with the filling material form a fender.

Writing as a landsman our representative considers Admiral Makaroff's humane invention a most meritorious and practical one. To men-of-war, especially those with rams, it ought certainly to be applied. Admiral Makaroff estimates that the loss of speed on the *Nicolai I.* through its use does not exceed an eighth of a knot an hour, which in ordinary times is not of much consideration, and as the *museliere* can be readily removed it forms no impediment to the vessel's being run at her highest efficiency in case of emergency. The most ordinary prudence seems to require that such deadly weapons as men-of-war rams should be guarded, put in a scabbard as it were, when they are not required for actual use, seeing that a means has now been invented by which this can be done at such an infinitesimal loss of speed. Had the *Camperdown* been supplied with Admiral Makaroff's invention England might possibly not have had to deplore the loss of the *Victoria* and her long death roll.

The application of the invention to vessels of the mercantile marine would be attended with very trifling pecuniary cost and no loss of speed. Shipowners, however, are somewhat slow in adopting improvements that do not show an immediate profit. In a matter of this kind the Insurance Companies are more immediately interested and it would pay them to place a premium on the use of this valuable invention by granting more favourable rates to vessels on which it is applied. The invention, we think, only wants to be seen to be approved, but if there are any practical objections to be urged against it we will be very pleased to open our columns to a full discussion of the subject.

As a corollary to his invention for preventing the piercing of vessel's sides by collisions Admiral Makaroff has another for stopping the rent if one be made. This is usually done by

placing a sail over the injured part, but as this has to be effected, under the old system, by the use of keel ropes, much valuable time is lost and where a vessel is rapidly filling it becomes impracticable. To meet this Admiral Makaroff has arranged a piece of sailcloth with laths of wood and metal bars running across it, so that it can be rolled up or opened out like the chip blinds in use in almost every house in Hongkong. The weight of the metal bars causes it to sink in the water, so that when a vessel receives a rent in her side all that has to be done is to lower the apparatus over the side and it clings to the shape of the vessel. This is an operation that can be performed almost instantaneously and it will avert immediate danger, after which the work of securing the sail cloth by keel ropes can be proceeded with in safety.

Accidents at sea and consequent loss of life will no doubt continue as long as the world lasts, but any man who diminishes, in whatever degree, the risks of navigation deserves universal thanks. Admiral Makaroff's invention appears to us to very sensibly diminish the risk of loss of life and property by collision, and it merits the serious attention of the Governments of maritime nations, of insurance companies, of shipowners, and of the travelling public.

On the afternoon of the 10th Jan. Commodore Boyes and two Engineers of Her Majesty's Navy visited the Russian flagship *Nicolai I.* and were shown by Admiral Makaroff his invention for minimising the effects of collisions at sea, and they were, we understand, favourably impressed with its utility. The experiment of the 9th and 10th were illustrative of the applicability of the invention to men-of-war rams. Admiral Makaroff is now having a model constructed with a vertical stem to represent a merchant vessel, and we are authorised to state that when the model is completed His Excellency will be pleased to give a demonstration of his invention as applied to vessels of this class to insurance agents, shipowners, or others interested in the subject.

FORMOSA.

[FROM OUR CORRESPONDENT WITH THE JAPANESE ARMY.]

TAIPEIFU, 27th December.

Although I am still attached to the second division, the details of the almost daily skirmishes the troops have had with the scattered bands of rebels in the south will be of little interest to your readers; so only the main events will be mentioned. The description of one engagement would apply to all.

After the escape of General Liu Yung-fu and the surrender of the so-called "Black Flag Braves," a considerable number of the rebels, consisting of mainland and native levies, retreated into the hill districts or to obscure little villages on the plains, where mingling with the Hakkas and dividing into bands they devoted their time to plundering and murdering the peacefully inclined Chinese, who in some instances for self protection were forced to join these banditti. The method of attack was to make an unexpected raid on a village—the people usually deserting their homes, glad to escape with their lives—and then loot the place, carrying away everything of value. If the inhabitants had in any way opposed, the village was burnt to the ground. The band then returned to their strongholds, which were usually well fortified, where the spoils were divided. It has been with this class, which certain Oriental journals represent as peacefully inclined natives fighting for their homes, that General Nogi and his troops have been engaged during the last month, and the difficulties of transport with the almost impassable pathways the lack of knowledge of the exact location of their retreats, which were constantly changing that they might be more secure, formed a task which necessarily required much time, and that the innocent should not suffer with the guilty, one calling for great tact on the part of the Japanese Commanders. General Nogi, who is beloved by all for the great consideration he has shown the Chinese as well as the savages, made no attack until all efforts of conciliation by peaceful methods had failed.

Towards the last of November, a platoon of Japanese troops who were reconnoitering in the vicinity of the Ha-tamsui river, south of Tainan-fu, were surrounded by about six hundred rebels, but after a few hours' hard fighting they succeeded in driving them back, killing thirty of them, while the Japanese loss was three killed, two wounded, and two who disappeared, probably captured by the rebels and taken with them in order that the two unfortunate soldiers might be subject to a death by torture, to satisfy the thirst the Chinese have for cruelty and their delight in witnessing the sufferings of human beings.

An entrenchment of rebels situated on the Sobane-kai river was captured by the Japanese on November 18th with a loss of five men killed and wounded, the Chinese leaving twenty killed behind them. Yen 2,500 was found in the stronghold.

A platoon of troops encountered about 1,000 rebels in the vicinity of Banshorio, November 23rd. So outnumbered, the Japanese found great difficulty in defeating them, but were eventually successful and with only the loss of one man, while the enemy's loss was sixty.

November 25th.—As a detachment approached to attack the rebel village of Nantoshu, the rebels fled. The village was then burned and the troops returned to their camp.

General Nogi sent a force, in command of General Yamaguchi, to the south that the different bands of rebels might be thoroughly cleared out. The force consisted of two battalions of infantry, one troop of cavalry, two battalions of artillery, and two platoons of engineering corps.

On the 25th General Yamaguchi sent a detachment to attack the rebels, who were protected by quite an elaborate line of defence works in the village of Kwa-sho-sho. They resisted obstinately and it was only by advancing and driving them from house to house that the village was cleared. The rebels were then followed for some distance, when they fled rapidly to the S.E. and the troops returned. The Japanese loss was five men killed, one officer (2nd Lieut. Kusakari), five non-commissioned officers, and 27 men wounded. The bodies of about 300 rebels were found. Twenty old cannon, 340 rifles, 130 spears, and ten flags were captured. The stronghold was burned and the Japanese returned to headquarters.

Seven to eight hundred rebels crossing the river near Saiseisho made an attack on a reconnoitering party consisting of a platoon of infantry and engineers, but upon the Japanese being reinforced the enemy was defeated and driven into and eventually from their village, which was then burned. Japanese loss three privates; rebel loss about 50.

During the last of November many of the rebels came into the Japanese camps and surrendered. All firearms and ammunition were taken and the men released.

December 3rd.—General Yamaguchi moved his troops further south to subdue the district inland from Pongliu, which will be remembered as the landing place of General Nogi's division when the attack on Liu and his Black Flags was intended. 140 savages with their chiefs came and called at headquarters, bringing with them many gifts. The friendliness of the savages must be of great satisfaction to the Japanese.

Kin-a-lock, a Hakka headman, who had been taken prisoner, was released by the Japanese, but falling into the hands of his own people he was in turn imprisoned by them.

Word reaching Pongliu that rebels were assembling at a village in the interior from that place, a detachment was sent and defeated the enemy, with the loss of one man. Rebels left 20 dead. The main body retreated to the mountains.

Troops were sent to the north of Pongliu to reconnoitre. They met with a little resistance in the village of Kotansho, but the rebels surrendered and the place was peacefully occupied. At Dai-kan-lon the resistance was more determined and the village was burned, the rebels retreating. Japanese no loss, rebel loss 40 killed.

December 21st.—The last of the known retreats of the rebels was taken with some fighting and the village burned.

December 24th.—All the rebel chiefs had been captured with the exception of one and all South Formosa was quiet.

The distribution of troops in the south is as follows:—

Second division Headquarters, Tainanfu. General Nogi commanding.

Third brigade, Tainanfu.

Fourth brigade, Tainanfu.

Fourth regiment infantry, 2 battalions, Pitao.

Fourth regiment infantry, 2 companies, Hanchun.

Fourth regiment infantry, 2 companies, Pongliu.

Seventeenth regiment infantry, Kagi.

Sixteenth regiment infantry, Tainanfu.

Fifth regiment infantry, Lokang.

2 battalions engineers, Tainanfu.

2 regiments artillery, Pitao, Kagi, and Lokang.

Cavalry, Tainanfu.

30th December.

December 27th, I telegraphed you regarding the loss of the Japanese cruiser *Kohet* which was wrecked on a sunken rock at the Pescadores. Upon the arrival here of one of the officers of the ill fated ship I was enabled to obtain full particulars of the disaster, although the exact loss of life has not been ascertained.

Upon the arrival of the Japanese fleet off the Pescadores in March, many of the Chinese troops retreated aboard junks and sailed for China, as soon as the hostile intentions of the Japanese were made known. Others, whether through lack of transport or confidence in their own strength, merely left Fisher Island for some of the smaller and less important islands to the south, where they stirred up the natives into providing them with sustenance, threw up entrenchments, and promised the simple people the delivery of the Pescadores, and even of Formosa itself in time, from the possession of the hated wojen. They then lay back in a state of semi-luxury and waiting the arrival of the Japanese, whom they had no intention of opposing but would be in readiness to accept a free passage to the mainland.

Having more important matters at hand the clearing out of these bands had been left until after affairs were settled on the mainland, so it was not until the 21st of this month that the first visit with the intention of disturbing these self esteemed braves was attempted. The party consisted of the chief civil officer in charge at the Pescadores, the Commander of the Pescadores garrison, the Commander of Gendarmes and a force of Gendarmes and policemen in all numbering 36. The I.J.S.S. *Kohet*, being at liberty, was selected to carry the party, and she with them aboard left Makung harbour at 9.30 a.m. for the southern islands. The north-east monsoon was blowing its strongest, and owing to this strong wind the ship was forced to change her course a bit, and while coasting around to the south-east of the Rover Group, she ran on to a sunken rock at 11.53 a.m. with fearful force. The engines were at once reversed, but without success, while the heavy wind's action astern forced her farther and farther on at every wave. She began to incline forward, the water rushing into her with great volume, although owing to the air tight compartments, which were immediately closed, there was no water aft. Preparations were at once made for deserting the ship, two or three rafts were hastily constructed, and an empty water tank with cable attached was converted into a buoy to mark the location of the wreck, as well as offering a refuge for a few men in case all were unable to reach the shore. At 12.25 p.m. the engines and pumps, which had been constantly at work, were stopped. In ten minutes more the forward set of boilers was submerged. The civil chief and thirty-five other passengers in the pinnace and second cutters were first under way heading for the nearest island of the Rover Group, distant about two miles.

At 1.05 the Doctor and Paymaster with their assistants and four sick men left the ship, in the first cutter, followed fifteen minutes later by a gig carrying the ship's charts, papers, etc., with the ship's clerk and the steward, chief cook, and their assistants, also a Japanese boat carrying seven firemen. At 1.45 the last boat was lowered and the engineers and firemen were ordered to leave with it.

About 2.10, with the change of tide, the ship began to list to the port side. It was with anxious hearts that the gallant officers and men watched her slowly sink while their chances of life seemed to ebb away as she neared the water's edge, whose waves were already dashing over the greater part of the vessel. Upon the assembling aft, where the ship was still dry, six officers, two petty officers, and seventy-one men were present, all that remained on board. Here they bid each other an affectionate farewell, for that all could be saved seemed an impossibility and at that time no outside help could be seen. The flag was lowered and as the waves began to dash about their feet, the Captain gave the word and the shout of "Benzai" that followed showed that their hearts were with their country to the last. Again: Benzai! But before it could be repeated, the ship careered with a lurch and disappeared in the surging waves.

The rafts stood the men in good service and the majority were able to reach them, while several were able to keep afloat by clinging to the water tank. The crews of the two cutters and pinnace made all haste possible to return after having safely landed their passengers, and as the ship disappeared at 2.17 p.m. they were 500 yards distant; they exerted the utmost energy and soon reached the men and filling the boats with all they could safely carry the boats departed. The two cutters succeeded in reaching one of the larger islands of Rover group in safety, although both were obliged to spend some time on a rock that stood above the reach of the waves, that the men might rest, for it was scarcely possible at times to make any headway against the strong gale then blowing. One of the boats was forced to remain at the rock all night, for these men who had been constantly labouring with all their strength ever since the ship was wrecked were exhausted besides being greatly weakened by lack of food.

The twenty-nine who were crowded aboard the pinnace found in their weakened condition it was impossible to make the least headway against the gale and fearing that they would be drifted out to sea they anchored to give the men a rest. After a short time they raised the anchor, but after baffling with the waves until they were utterly exhausted, and having scarcely made any headway, they anchored again. The cold waves dashing over the weakened men, who had had no food since the morning, made the night one of hardship and misery, and only by constantly bailing out the boat could they keep it afloat and yet there was scarcely the strength left to perform this task. An attempt was made to raise the anchor, but the men could not do it, and they dare not cut the rope for fear of being swept past the range of help. At daylight they found the boat had drifted quite a distance to the south and that they were then very near an island. They succeeded this time in getting up the anchor and as the storm had abated they were able to reach the shore without much trouble. Those of the party that were too weak to walk were carried by their stronger comrades, and by taking loose pieces of wood from the boat and collecting some drift wood from the shore, they had soon a roaring fire to dry their clothes.

The Chinese, who were gathered on a hill near by, refused to aid them, for upon some of the Japanese communicating with them by writing, in which they asked them for food and shelter, the Chinese answered that they had no food and their houses were crowded and they could give them no shelter.

However upon the exhibition of a little money, the Chinese professed their willingness to part with a few eggs at the philanthropic price of ten cents per egg. After considerable controversy the Japanese secured twenty-four at five cents a piece. On the seashore was a straw hut about 10 by 10, used to store fishing nets by the community. Here the Japanese quartered for the night and also had their morning meal of not quite one egg a piece.

The villagers then made a proposition to furnish them some dried sweet potatoes for one dollar per man, but as their combined resources scarcely reached ten dollars, more bickering was necessary, which resulted in the Chinese furnishing them two meals for that price. The little party was completely in the hands of these fiends, for in their weakened state they would

be unable to defend themselves should an attack be made upon them, so it was decided on the morning of the 24th to try and reach a larger island to the north. In this they were successful and found the Chinese much more hospitable, for here they were given shelter in a large temple and supplied with a sufficiency of food although they were unable to pay for it.

On the next day a junk was sighted and upon being signalled approached the island and anchored. It had been sent out by the Captain to look for the missing men. All were taken on board and joined the main party, who had reached Pa-chan island. The junk was kept searching all day, but no others of the shipwrecked crew could be found. The next morning the *Kumomoto-maru* in response to a report of the disaster previously sent to Anping, arrived and made a careful though futile search for the thirty-six of the crew who were missing. No trace of the rafts were found and with scarcely a shadow of a doubt the men were drowned the first day.

In commenting upon the loss, the naval officers are most enthusiastic in their praise of the crew, who throughout conducted themselves with great bravery and submitted to discipline until the last without a murmur. And while the boats were picking up the men after the ship had sunk, although it was known that all could not be carried, the unselfishness of the crew was heroic. They aided their officers to first board the boats, and then without a word of solicitation watched the boat's crew pick up those who were most easy to reach, and then when all were aboard that could possibly be carried the boats disappeared from their sight, and with them their last chance of life. It is hoped that one or more of the rafts was afterwards drifted to some of the neighbouring islands, and that the Chinese might have picked the men up, but after the careful search made by the *Kumomoto-maru*, that is very unlikely.

The *Ko hei* was built by the Chinese Government at Foochow in 1891 as a torpedo catcher, and carried three 12cm. and four 57mm. quick firing guns, four 37mm. machine guns, and four torpedo tubes. She was 236 feet in length, and tonnage of 1230 tons. The ship was engaged in the battle of the Yalu and was surrendered to the Japanese at Weihaiwei. At the time of the accident she was manned by 14 officers and 160 men in the crew.

6th January.

January 4th, I telegraphed you regarding the serious attack made on the scattered camps of Japanese in the north as well as the rather ludicrous assault on Taipeifu, which consisted of the rebels taking a position in a clump of bamboos about a thousand metres distant and then firing occasional shots at the immense stone wall which surrounds the city. The details regarding these exciting occurrences I am unable to give you at present, as all the reports are not yet in, but I will review the most important as we have them up to date.

A simultaneous attack was planned for early morning of the New Year and carried into effect in different parts in the north of Formosa.

That the rebels who were to attack the garrisons situated at a considerable distance from Taipeh would be able to complete their task and reach the main body for the assault of more important places we find the trouble commencing first at Sho-so-ka, between Kelung and Gelau, which is to the S.E. The small Japanese garrison then retreated to Zue-hang, where they opposed the advancing rebels, but eventually were forced to retire to Kelung on the 30th. Reinforced the Japanese were able to drive the rebels back and to re-occupy Sho-sa-ka. The loss of life has not yet been reported.

December 28th about a thousand rebels attacked Gelau but the garrison were able to hold their own until reinforcements arrived.

December 31st about midnight several hundred rebels attacked the small corps of railway workmen at Sikkow. The telegraph line was cut and railway obstructed, which closed communication with Kelung.

January 2nd.—Two companies of Japanese were sent to Sikkow and had an engagement with the rebels in which one Japanese was killed and four wounded, the rebels losing twenty. After driving the rebels from the village the headless horribly mutilated bodies of nineteen Japanese were found. Some had been burned

at the stake. The village was at once burned and one company returned to Taipeifu.

December 31st.—Rebels assembled at Pachina and attacked the Police headquarters. The policemen with the exception of one retreated to Taipeifu in safety, but the fate of six Japanese comprising the teachers and assistants of a free school that had been established there was not so fortunate, for they were all brutally murdered.

Rebels made a night attack on Kimpaoli, the gendarmes stationed there numbered fifteen; only two reached Taipeifu in safety.

A night attack on Sintian resulted in the death of nine, the others retreating safely.

At Kantow, between Taipeifu and Hobe, ten men belonging to the telegraph corps were killed.

Hobe was attacked, but the rebels were defeated.

The first attack of Taipeifu was outside the S.E. gate about 10.30 p.m. December 31st. A fire was kept up at intervals during the first, second, and third day, but did no damage.

The Japanese force numbering less than five hundred men were unable to go far from the capital to oppose the rebels.

On the night of the 2nd reinforcements arrived and the rebels have not been seen since, and trouble, at least in this district, is at an end.

JAMES W. DAVIDSON.

A HONGKONG HANDICAP ON BRITISH SHIPPING.

The following letters are published in the third annual report of the Shanghai Branch of the China Association:—

MESSRS. BUTTERFIELD AND SWIRE TO THE CHINA ASSOCIATION.

Shanghai, 3rd December.

Sir,—We desire to ask the assistance of the China Association in a matter seriously affecting British interests.

Some time last year the question of imposing passenger regulations upon all British ships trading in China and carrying passengers between Chinese ports was raised by the Hongkong Government, doubtless at the instance of the home authorities, and applications were made to the Consuls at all the ports for their opinion and advice on the subject. We believe almost without exception the opinion of the Consuls was strongly against the enactment of any such regulations and the necessity for them was denied. Notwithstanding this, we are informed that regulations have been drafted in Hongkong, framed on the lines of the existing Hongkong Ordinances, and that it is intended to enforce them so soon as they have received the approval of the home Government.

What we wish the China Association to do is to enter an immediate and vigorous protest against the enactment of these regulations or the imposition upon British shipping of any restrictions beyond those it is already afflicted with, which already impose a severe handicap. It is quite certain that if these regulations be enforced, British shipping will be shut out from the passenger trade between Chinese ports. Competition with other flags is already very severe, and while we are convinced that, competing upon equal terms, British shipping is quite able to maintain the position it at present occupies, yet if burdened with the expenses and delay and the necessary inspections, which Chinese passengers cordially detest, which will be involved in complying with the regulations, it is certain it cannot contend successfully against vessels not subject to such vexatious drawbacks. The rates of passage are very low, but earnings from passengers form a valuable portion of the income of steamers trading in Chinese waters, and the loss of these will eventually result in the loss of the whole trade; it will be only a question of time.

The acceptance by other Governments of such regulations would still leave British vessels at a great disadvantage. We know that if imposed they would be honestly and strictly enforced by British officials, and we also know that they would not be so enforced by the officials of other nationalities. What chance would there be of getting penalties enforced against Chinese and Japanese vessels infringing the rules? The steamers of both nations

trading here belong to companies more or less under Government control and patronage and it is quite certain that if they agreed to the regulations they would only do so for the purpose of making use of them to damage British shipping. Again, a large number of Norwegian steamers are now trading out here, yet in the whole of China there is only one Norwegian Consul. No doubt there exist at most ports "merchant" Consuls, members of firms engaged in business, but it is quite certain they cannot be relied on to enforce regulations; they would not have the necessary power and staff even if they had the inclination.

Until there exists at all Chinese ports a central authority strong enough and honest enough to enforce the regulations upon all nationalities alike we are convinced that there is no chance of other shipping than British being compelled to abide by them, and this will act most unfairly against British interests.

British officials appear to look upon British trade as an enemy against which all stratagems involving surprise and ambush are not only justifiable but highly commendable. In this particular instance those most deeply interested have not been consulted in any way, and no attempt has been made to show the necessity for any such change and we most emphatically deny that any such necessity exists. The passenger trade has been carried on in China in British ships for many years, and the results so far as the safe carriage of passengers is concerned will compare most favourably with the results of trade carried on under the Hongkong Ordinances.

If these regulations are enacted and enforced, a fatal blow will be struck against the supremacy of British shipping in China waters, and the blow will have been struck by our own Government; "Et tu Brute!"—We are, sir, your obedient servants,

BUTTERFIELD & SWIRE.

R. M. Campbell, Esq.,
Chairman, The China Association.

THE CHINA ASSOCIATION TO THE SECRETARY OF STATE FOR THE COLONIES.
China Association.

Shanghai Branch, 15th Dec., 1895.

SIR.—Messrs. Butterfield & Swire, managing agents of the China Navigation Company, Limited, have called the attention of the local Committee of the China Association to an Ordinance drafted by the Government of the colony of Victoria, Hongkong, intended to impose regulations upon the carriage of passengers between the ports in China now open to foreign shipping; and the matter having been deliberated upon by the local Committee I now have the honour to address you upon the subject.

The local Committee, on receipt of Messrs. Butterfield & Swire's letter, were unwilling to accept as correct the assertion that the Colonial Government could establish regulations applicable to British vessels beyond the port of Hongkong; and they took the precaution to ask Her Majesty's Acting Consul-General for information in regard to the power and authority possessed by the Colonial Government in a matter of such vast importance to British shipowners. Mr. Jamieson immediately replied that under the Act of Parliament 18 and 19 Victoria, cap. 104, commonly known as the "Chinese Passengers Act, 1855," the Hongkong Legislature has power to make regulations respecting Chinese passengers ships and the treatment of passengers therein while at sea. In the Act a "Chinese passenger ship" is defined as including every ship carrying from any port in Hongkong and every British ship carrying "from any port in China or within 100 miles of the coast thereof more than twenty passengers being natives of Asia." This communication from the Acting Consul-General removed the doubt entertained, and supported the assertion of Messrs. Butterfield & Swire that regulations have been drafted on the lines of the existing Hongkong Ordinances, and that it is intended to enforce them so soon as they have received the approval of the home Government; and the local Committee had to consider what course they should take under the circumstances before them. Other information in possession of the local Committee was to the effect that there was a draft Ordinance before the Hongkong Legislature, or rather it is proposed to bring in a draft; but one of the pro-

visions is that it will not be put in force unless the assent of all other powers, including China and Japan, is obtained to similar regulations for their ships.

The local Committee are sensible, on these facts, that no definite action has yet been taken by the Hongkong Government; but they are of opinion they are warranted in immediately adopting measures to place on record the many and grave objections there are to local colonial legislation of a character which will impose regulations affecting shipping enforceable only upon British shipowners, who will therefore be placed at a serious disadvantage with the numerous competing vessels of other nations. The local Committee consider it their duty to place their views before you for the purpose of securing your support in representing to the Colonial Government the unfairness and prejudicial character of legislation which is not necessary, which has not been suggested by complaints of passengers, and against which it is believed that every British Consul, conversant with the coast passenger trade as now carried on, has expressed a decided opinion. The views of the local Committee are in conformity with those of the agents of the China Navigation Company, which are shared in their entirety, and the local Committee are authorized to so inform you, by Messrs. Jardine, Matheson & Co., agents of the Indo-China Steam Navigation Company; and are to the effect that if these regulations be enacted it is quite certain they will be honestly and strictly enforced by British officials and conformed to by British shipowners; while prolonged experience has shown that, as in the past, so in future, such regulations will not be enforced or observed by the officials and shipowners of other nationalities. The inevitable result of this will be to exclude British shipping from the passenger trade between Chinese ports. Competition with other flags is now very severe; and while no doubt exists that competing on equal terms British shipping is quite able to maintain the position it at present occupies yet, if burdened with the expenses and delay, and the inspection procedure, which Chinese passengers intensely dislike, involved in complying with the regulations, it is obvious British ships cannot contend successfully with vessels against which these regulations, however much they may theoretically apply, are not enforceable. Passage rates are very low, but the earning from this traffic in Chinese waters is a valuable portion of the income of steamers; and its loss will eventually result in the loss of the whole trade.

Assuming the acceptance by all other Governments, inclusive of those of China and Japan, it is far from difficult to demonstrate why such regulations would become inoperative against all but British vessels. Chinese steamers now perform about one-fourth of the whole carrying trade between the treaty ports of China; and it is merely necessary for the local Committee to assess, without qualification, that no penalties could be enforced against Chinese vessels infringing the regulations, notwithstanding the assent of the Chinese Government to the regulations themselves. Japanese vessels are more amenable to rules enacted or sanctioned by their Government and the local Committee will not go so far as to say that vessels of this nationality could entirely evade the regulations; but when it is known that the share of Japan in the coast trade is less than three-fifths of one per cent. of the whole, the temptation to increase that share by a lax administration of regulations tending to prevent its expansion, would be too great to be resisted. Again the fact must be recognized that Chinese and Japanese vessels belong to companies openly supported by Government funds, endowed with extraordinary privileges, and more or less under official control and patronage; the consequence being that regulations disadvantageous to the whole shipping interest would not be enforced, except nominally, by one of the parties chiefly concerned in its success. A large number of Norwegian steamers are now trading on the coast of China, and let it be assumed that the Norwegian Government have sanctioned the regulations; what prospect of enforcement is there when the fact is realised that in the whole of China there is but one official Norwegian Consul. There are, it is

true, "Merchant Consuls"; but without any intention of reflecting upon their integrity it is more than human to suppose these "mercantile officials" would observe, with any approach to strictness, regulations opposed to their own interests as shipowners, or agents of shipowners, when lax enforcement would throw into their hands a valuable opportunity to increase their lines of vessels to the detriment of existing lines of British steamers.

Further illustrations of the certainty of failure in the enforcement of regulations against the shipping of other nations than Great Britain are not necessary; those cited are sufficient to prove that until there exists at all Chinese ports, judicial authority strong and honest enough to enforce the regulations upon all nationalities alike, such regulations, if enacted, must operate most unfairly and practically against British shipping and confer upon its rivals valuable advantages. If this position is established the local Committee are assured that their communication to you is justified.

The extent of the carrying trade between the treaty ports of China having been alluded to, it is proper to explain that in the year 1894 the total of inward and outward clearances was 21,936,000 tons, of which 15,045,215 tons, or 68.4 per cent. were British, 5,262,741 tons, or 24.0 per cent. Chinese; leaving for the vessels of all other nationalities 1,678,044 tons or 7.6 per cent. These figures are cited as evidence of the results of British enterprise and of its power to compete with every form of governmental support accorded by subsidies, monopolies, and privileges to vessels of other flags: it seeks no legislative enactments in its own favour; all the British shipowner asks for, and all that the local Committee advocate, is that there shall be no legislation opposed to the welfare of British maritime industry.

The Colonial Government of Hongkong may be under the impression that there is a necessity for the proposed enactment; and the local Committee feel called upon to emphatically deny the existence of such necessity. The passenger trade has been carried on in China in British ships for a number of years; that it has been so to the satisfaction of passengers is declared by the number of those who avail of the accommodation; while so far as safety is concerned the traffic will compare most favourably with traffic carried on under the Hongkong Ordinance.

The objection may be taken that this communication is, in the present stage, unnecessary and premature; that it would have been better deferred until the Ordinance had been published when the objectionable clauses might have been dealt with more particularly; but recent occurrences have compelled the local Committee to recognize the tendency, when treaties with Oriental nations are to be revised or regulations affecting trade are to be enacted, to ignore the opinions, founded upon extensive practical experience, of British subjects directly concerned; a policy to be most deeply deplored because of the irreparable injuries which may be inflicted upon national interests, and the destruction of that implicit confidence which should exist between Her Majesty's Government and Her Majesty's people in whatever part of the world the latter may be. The local Committee, therefore, with the knowledge that objections made after the fact has been accomplished have been disregarded on the ground that they came too late, have no hesitation in now placing upon record their warning against the damage that will be inflicted upon British shipping in China if the Colonial Government of Hongkong persevere with the proposed Ordinance.

Copies of this letter have been forwarded to Her Majesty's Chargé d'Affaires in Peking, to Sir William Robinson, the Governor of Hongkong, and to the General Committee of the China Association in London.

The local Committee have decided to appeal directly to you because a Reuter's telegram, dated London, 4th December, announces that you are desirous of receiving information on all matters relating to or affecting British trade.—I have the honour to be, sir, your most obedient servant.

W. H. TALEOT, Honorary Secretary.
To the Right Hon. Joseph Chamberlain, Her Majesty's Secretary of State for the Colonies.

MR. J. D. HUMPHREYS AND HIS CARRIAGES.**FULL PENALTY IMPOSED.**

At the Magistracy on the 7th Jan., before Mr. T. Sercombe Smith, Mr. J. D. Humphreys was summoned for using a private vehicle on the 30th December without a licence, and also for a similar offence on the 2nd December.

The summons for the 2nd December was, at the request of Mr. Humphreys, taken first.

His Worship—Do you admit the charge?

Mr. Humphreys—Without something to carry my mind back to the date, how can I remember what I was doing? Perhaps it will save time, as Captain Hastings is in Court, if I ask first whether this letter was written by him.

His Worship—Captain Hastings can be called if you wish.

Mr. Humphreys—If anything is stated which I know is not true I shall ask for a postponement in order to call rebutting evidence.

Inspector Quincey said—About 2 p.m. on the 2nd December I went to the funeral of the late Mr. Poon Pong. The procession started from a house on the Praya near the Canton Steamer Wharf. When I got outside the house I saw Mr. Humphreys in a four-wheeled carriage, in which were two grey ponies. Mr. Creasy Ewens, the lawyer, was sitting with him.

Defendant—I think I may speak now.

His Worship—What about?

Mr. Humphreys—I may as well admit, if this is the correct date of Mr. Poon Pong's funeral, that I was in a four-wheeled trap on that date, so I won't waste your Worship's time.

His Worship—For which no licence was taken out?

Mr. Humphreys—For which no licence was taken out. If I had not remembered the date I should have asked you to have discredited every word this witness said, because he undoubtedly perjured himself on the last occasion.

His Worship—There is no need for the prosecution to go any further then. Do you wish to call any witnesses?

Mr. Humphreys—I should like to call Captain Hastings.

Commander Hastings—I ask your Worship to protect the witness, as the defendant accuses him of having perjured himself.

His Worship—I make no comment upon that at all.

Mr. Humphreys—I have been in correspondence with Captain Hastings.

His Worship—Do you wish to put Captain Hastings in the box?

Mr. Humphreys—Yes.

Hon. Commander W. C. H. Hastings, Acting Captain Superintendent of Police, then got into the witness box.

Mr. Humphreys (producing a letter)—Is that your signature?

Witness—Yes.

Mr. Humphreys—You observe the date—the "6th December," four days later than the date on which I am charged with driving this carriage. Don't you think it is rather far-fetched to institute a prosecution against me antecedent to the date of that letter?

Witness—Shall I read the letter?

Mr. Humphreys—If his Worship wishes.

His Worship—Yes, read the letter.

Witness—"In reply to your letter of some days ago, I have the honour to inform you that the Public Vehicles Ordinance No. 13 of 1895 has not been disallowed by Her Majesty the Queen. I regret the delay in answering, but it was unavoidable as I was not in a position to answer your question. I presume you will have no objection now to comply with the law as regards your vehicle."

Mr. Humphreys—I sent you in the course of the correspondence a complete copy of my correspondence, including that which I had with the Secretary of State.

Witness—Yes, I had a copy.

Mr. Humphreys—And I informed you that I had not yet received the promised reply from the Secretary of State as to whether this Ordinance would receive the sanction of the Queen or not.

His Worship—Did defendant tell you that?

Witness produced a copy of a long letter, in which Mr. Humphreys said he should appeal to the Secretary of State.

Mr. Humphreys—There was a previous letter in which I informed you I had not received a reply from the Secretary of State for the Colonies. I want now to ask Captain Hastings and your Worship if there is no limit to the date for these prosecutions?

Witness—In answer I may say that Mr. Humphreys has a four-wheeled and a two-wheeled trap and he has not taken out a licence for them. The first prosecution failed, and I am bound to prosecute him for having a four-wheeled trap without a licence.

Mr. Humphreys—It's rather far-fetched to go before the date of that letter.

His Worship—The Ordinance was assented to by the Governor on the 30th May, 1895, and it remains in force unless it is disallowed by the Queen.

Mr. Humphreys—That must be so, but I think a certain amount of etiquette should rule in Government prosecutions, and in reference to this case I think the Captain Superintendent of Police when calling upon me on the 6th December to take out a licence—that any prosecution of me for not taking out a licence should be on a date subsequent to that, as a matter of official etiquette.

Witness—I have only to see that the law is carried out, your Worship. In his last letter Mr. Humphreys said "Under the circumstances and pending the result of my application to the Secretary for the Colonies I beg to say I am unable to comply with your request to take out a licence."

Mr. Humphreys—That was what date?

Witness—28th December. The letter concludes, "Thanking you for your patience and courtesy."

Mr. Humphreys—I can quite understand any prosecution being taken on or after that date, but I can't understand a summons being taken out for the 2nd after your letter of the 6th, and I therefore ask you to withdraw this charge.

Witness—I can't do that; you have been driving a carriage since the Ordinance was passed. If you had licensed the carriage you would not have been prosecuted.

Mr. Humphreys—You don't see your way, then?

Witness—No.

Mr. Humphreys—I'll admit the charge at once, your Worship.

His Worship—Considering that this Ordinance has been in force since the 30th May and you have failed to take out a licence, and considering your position in the colony and the bad example which you are setting in refusing to take out a licence and in refusing to comply with the law, I feel it my duty to impose the full penalty upon you—\$25.

Mr. Humphreys—All right, your Worship, but I think your Worship is wrong all the same. I think I am setting a good example to the colony by—

His Worship—Next case, please.

Mr. Humphreys—By using every lawful means to oppose an unconstitutional and un-English Ordinance.

His Worship—If the fine is not paid (writing) "In default—"

Mr. Humphreys—May I ask your Worship at this stage of the proceedings whether there is any limit to the date of the commission of an offence and—

His Worship—Yes, six months.

Mr. Humphreys—Six months?

His Worship—Yes.

Mr. Humphreys—All right.

His Worship—You are further charged with using a private vehicle on the 30th December without a licence contrary to the Ordinance. Do you admit the charge?

Mr. Humphreys—How can I admit? I don't know what I was doing on the 30th December. Let them give me some clue; if I am satisfied that I did so, I'll admit it at once, your Worship.

Hon. Commander W. C. H. Hastings said—On Monday, 30th December, about 5.15, I was passing the Hongkong Dispensary when I saw Mr. Humphreys come out and get into a two-wheeled dog cart.

Mr. Humphreys—A what?

Witness—A dog cart.

Mr. Humphreys—A dog cart?

Witness—Yes, a dog cart.

His Worship—A two-wheeled dog cart.

Witness—It was drawn by a grey pony. The defendant had no licence for the vehicle.

Mr. Humphreys—Do you know of your own knowledge that there was no licence for it?

His Worship—I suppose you are the officer who licenses vehicles?

Witness—Yes, I am the authorised officer. I have seen Mr. Humphreys driving before.

His Worship—Cannot you go a little further and prove that the carriage is Mr. Humphreys', where it is kept, or anything of that sort?

Witness—Inspector Quincey can prove it is kept at Mount Richmond.

Inspector Quincey—I cannot swear it; I have only been at Mr. Humphreys' house once.

His Worship—I must have it in evidence that this carriage is Mr. Humphreys' carriage.

Witness—I have seen him driving in it before.

His Worship—It does not necessarily follow that it is his carriage; it may have been hired by the month.

Witness—Then it ought to have a number on the rear or on the axle.

His Worship—Have you any questions, Mr. Humphreys?

Mr. Humphreys (to witness)—You are sure it was a dog cart, Captain Hastings?

Witness—Yes.

Mr. Humphreys—I should like to be sworn.

His Worship—You cannot be sworn.

Mr. Humphreys—I should like the case adjourned in order to prove that I did not drive the dog cart.

His Worship—I have no objection; I'll adjourn the case. What time will be convenient to both parties?

Mr. Humphreys—Any time is convenient to me.

His Worship—Say Friday.

Mr. Humphreys—Yes, Friday, at noon for preference, but I'll make my time convenient to you.

His Worship—Let us say Friday at noon.

Mr. Humphreys—I want to ask you whether I can take out a summons for perjury against the people who gave evidence against me on the last occasion.

His Worship—I leave that to you; you can do just what you like; there is nothing to prevent you.

Mr. Humphreys—There is no—

His Worship—Oh, no.

Mr. Humphreys—I am not limited to time?

His Worship—Six months.

Mr. Humphreys—I observe that your Worship fined a man the other day for committing perjury in this Court, and it occurred to me that if one man could be fined for perjury I saw no reason why people who committed perjury against me should not be fined, for it was deliberate perjury.

Mr. Humphreys then paid \$25, the fine in the first case, and the second case was adjourned until the 10th January.

The hearing was resumed at the Police Court on the 10th Jan., before Mr. T. Sercombe Smith, of the charge against Mr. J. D. Humphreys for using a two-wheeled vehicle on the 30th December last without having a licence for it.

His Worship—Do you wish to say anything more, Captain Hastings?

Hon. Commander Hastings—I would like to say that it was a two-wheeled vehicle. I will not bind myself down to say whether it was a dog cart, a gig, or a Tilbury, as I am not competent to describe it. It was a two-wheeled vehicle.

Mr. Humphreys—You described it as a dog cart.

Hon. Commander Hastings—I do not wish to bind myself to that; it was a two-wheeled trap.

His Worship—Do you remember the occasions on which you have seen Mr. Humphreys driving before?

Hon. Commander Hastings—I cannot give dates, but I have seen him since he came back in a trap like this one.

Mr. Humphreys—You remember, Captain Hastings, giving evidence the other day when I asked you whether you were quite sure it was a dog cart?

Hon. Commander Hastings—Yes.

Mr. Humphreys—And you answered in the affirmative?

Hon. Commander Hastings—I did.

Mr. Humphreys—On that answer I come here to-day prepared to prove that I did not drive a dog cart on that day.

Hon. Commander Hastings—It was a two-wheeled cart.

His Worship—I shall not allow any objection as to whether it was a two-wheeled dog cart or not. If it is proved to me that it was a two-wheeled cart it is good enough, whether it was a dog cart or anything else.

Mr. Humphreys—I have no recollection of driving a two-wheeled cart that day. What time was it?

Hon. Commander Hastings—About five o'clock in the afternoon.

Mr. Humphreys—I have no recollection, or I might be mistaken about the date. I'll call my witnesses, but I suppose there is no necessity to call evidence as to whether I hired a dog cart.

His Worship—No.

Mr. Humphreys—I have brought two witnesses who are not required, it seems to me. I'll call my son, your Worship—stop, I think I will ask one or two questions. Do you know that that carriage was mine?

Hon. Commander Hastings—I have seen you driving in it before.

Mr. Humphreys—You were asked that before, but the question is, Was it my carriage?

Hon. Commander Hastings—I cannot say whether you have paid for it. I have seen you driving in the carriage and I have a witness here to prove it.

Mr. Humphreys—I might be in half a dozen people's carriages. I want you to prove—I have no recollection myself of having a vehicle on that day—I want you to be quite sure that you can positively swear that that was my carriage.

Hon. Commander Hastings—I cannot positively swear that I saw you get into that carriage, but I have seen you get into a similar one. I have evidence to show that you have a similar trap in your stables at Mount Richmond.

Mr. Humphreys—That I have a trap?

Hon. Commander Hastings—Yes, similar to the one—

Mr. Humphreys—I have no trap in my stables. It seems to me, Captain Hastings, that you were not quite sure that it was my carriage. Can you describe the trap?

Hon. Commander Hastings—It was a two-wheeled trap.

Mr. Humphreys—You say it was a dog cart. Can you give any description of it.

Hon. Commander Hastings—I did not closely notice. It was a two-wheeled trap, painted black, and it had a grey pony harnessed to it.

Mr. Humphreys—I think you have made a mistake.

Hon. Commander Hastings—As to ownership, your Worship, I rely upon section 6 of the Ordinance—"Using any private vehicle for which a licence is required without having a valid licence for the same."

His Worship—Did you notice what the harness was like?

Hon. Commander Hastings—I did not take particular notice. When I walked past I saw Mr. Humphreys get into the trap. There would have been no summons at all if the other charge had not fallen through.

Sergeant Moffatt was then called and said—I have seen the vehicle referred to in the summons.

His Worship—How do you know it is the vehicle referred to in the summons?

Witness—By the description. It is a high two-wheeled vehicle and I have seen it driven by Mr. and Mrs. Humphreys on various occasions. It had a hood to it and was drawn by a grey pony. I have seen it in the road. I have also seen it in Mr. Humphreys' coach house.

Mr. Humphreys—When?

Witness—About a month ago; Mrs. Humphreys showed it to me.

His Worship—What was the occasion?

Witness—I was enquiring about a dog licence. That was about the 18th or 19th December.

His Worship—Did Mrs. Humphreys show you round?

Witness—Yes, she showed me the garden, yard, stables, and coach house.

Mr. Humphreys—How do you know that the trap you saw in my coach house is the same that Captain Hastings has spoken about?

Witness—From the description.

Mr. Humphreys—A description of every trap of that sort would be exactly the same. There are thousands of them.

Witness—Not in this colony.

Mr. Humphreys—Thousands—tens of thousands of them in the world, all made exactly the same. How can you swear to that? There are a great many of them in this colony.

His Worship—I do not think he says absolutely it was the same; from the description he heard he gathers it is the same.

Mr. Humphreys—I do not see that his evidence is relevant; I do not see what it has to do with the case. He saw my carriage on the 18th; he did not see it on the 30th. I do not see that it has any reference to the case at all.

Mr. John Kennedy was then called for the prosecution. He said—I keep a horse repository and let out traps for hire.

His Worship—On the 30th December did you let out anything to Mr. Humphreys?

Witness—No.

His Worship—Besides yourself in this colony is there anybody who lets out carriages?

Witness—Yes; some Chinese.

His Worship—What sort of carriages?

Witness—I have seen gharries.

His Worship—Do you know any Chinese who let out two-wheeled carriages?

Witness—Yes.

His Worship—Can you give me the names?

Witness—I cannot; I have seen carriages on the streets.

His Worship—How do you know whether they are hired or not?

Witness—I know some of them come from stables at Wanchai.

His Worship—Do you know Mr. Humphreys' carriages?

Witness—Yes; he has a mail phaeton, a buggy, and a Croydon car. The mail phaeton is a four-wheeled vehicle and the other two are two wheeled.

His Worship—Has either the buggy or the Croydon car a hood?

Witness—The buggy has.

His Worship—Do you know what pony it is drawn by?

Witness—Mr. Humphreys' own pony.

His Worship—What colour is it?

Witness—Spotted.

His Worship—Do you call it grey or white?

Witness—It is white with brown spots on it.

His Worship—Have you ever seen Mr. Humphreys driving a carriage hired from a Chinaman?

Witness—No.

Mr. Humphreys—What is the usual colour for buggies to be painted?

Witness—All colours.

Mr. Humphreys—Are they brown or dark colours.

Witness—Brown and chocolate colour.

Mr. Humphreys—Do you know a chocolate coloured buggy in the colony?

Witness—Yes.

Mr. Humphreys—To whom does it belong?

Witness—It belongs to me.

Mr. Humphreys—Oh, I have not seen it. How many chocolate painted buggies are there to those painted dark?

Witness—They are mostly painted dark.

Mr. Humphreys—They are mostly painted dark. I thought so. I have never seen a chocolate one. What is the colour of the hoods as a rule.

Witness—As a rule they are black.

Mr. Humphreys—Don't you think it would be somewhat difficult for a person not accustomed to drive or own carriages to distinguish at a distance between one person's buggy and another's? I am not speaking about you; I am speaking of policemen or persons not in the habit of driving or who do not know other people's buggies.

His Worship—That would depend whether the person was short-sighted or not.

Witness—It would depend how far he was away; there are not many buggies in the colony altogether.

His Worship—How many do you know of?

Witness—Four; two are mine; the body of one is painted chocolate, the hood is black,

and the wheels red. The others are of a dark colour.

Mr. Humphreys—Three of them are dark and one chocolate. That is all I have to ask you.

His Worship—Captain Hastings, did you notice whether there was a hood on the carriage?

Hon. Commander Hastings—I cannot say. I saw a high two-wheeled trap, but whether it had a hood on it I cannot possibly swear. When I looked back I saw Mr. Humphreys get in.

Mr. Humphreys—Has my buggy a black hood?

Hon. Commander Hastings—Yes.

This concluded the case for the prosecution.

Mr. Henry Humphreys was then called and said—I returned to the colony on the 30th December. I arrived in the morning. My father and I were together all day either at the office or in the house.

Mr. Humphreys—Do you remember my driving a two-wheeled vehicle near to the entrance of the office about a quarter past five?

Witness—No. I would like to say that there was about an hour in the day when I was not with my father. I went to the Peak between four and five o'clock in the afternoon.

Mr. Humphreys—You were not at the Dispensary with me between five and six?

Witness—No.

Mr. Humphreys—Then I won't ask you any more questions.

James Crossland, defendant's groom, said—I remember the day Mr. Humphreys' son returned to the colony. It was the last day of the last month. I do not know whether Mr. Humphreys drove on the evening of that day. I did not see him drive. I did not get the trap ready for him. I took a trap out belonging to another gentleman and also a single set of harness belonging to Mr. Humphreys. I went to a West Point carriage painter to fetch a trap that had been there some time, and whilst coming back with it the pony crossed its legs and broke the shaft of the trap. That was about 3.30.

Mr. Humphreys—What harness did you have on that day?

Witness—A single set; there is only one set.

Mr. Humphreys—If you were using the harness how could I be using it?

Witness—I do not know whether you were using it or not. I got back between 3.30 and 4 o'clock. I left the vehicle standing in Caine Road near Mr. Granville Sharp's residence. Then I went back to the stables again. I could not see Mr. Humphreys. I waited for him until about 5 or 6 o'clock, and as he did not come I got a couple of coolies and we pushed the trap back. I do not know whether Mr. Humphreys used the harness and pony after the trap broke at 3.30.

Hon. Commander Hastings—What day was this exactly?

Witness—The last day of the last month.

Hon. Commander Hastings—That was Tuesday.

Witness—Yes; I understand that is the day the summons was taken out.

Hon. Commander Hastings—The summons was taken out on Monday, the 30th.

His Worship—It is not a question whether the summons was taken out on the 30th or 31st.

Witness—It was the 30th December.

Hon. Commander Hastings—That is not the last day of the last month. What day of the week was it?

Witness—I think it was Tuesday. The only reason I know is that it was the day Mr. Humphreys' son arrived from Europe.

Hon. Commander Hastings—What day of the week was it?

Witness—The day on which Mr. Humphreys arrived.

Hon. Commander Hastings—Did you see Mr. Humphreys arrive?

Witness—No, I was horse riding, and when I came back he was home. I arrived half an hour after he did.

Hon. Commander Hastings—What time was that?

Witness—I saw him about 10.30 or 11 o'clock walking about town with his father.

Hon. Commander Hastings—Has Mr. Humphreys more than one single set of harness?

Witness—Not there. I understand he has a set at Mr. Buck's place, where Mr. Frazer Smith used to have his stables in Pedder's Hill. I think that harness was getting repaired at the time; I am not certain.

Hon. Commander Hastings—Where does Mr. Humphreys keep the white pony?

Witness—He did keep it at Mount Richmond; at present it is at Mr. Kennedy's stables. It has been there two or three days.

Hon. Commander Hastings—Has Mr. Humphreys a buggy at Mount Richmond?

Witness—He has a two-wheeled affair.

Hon. Commander Hastings—That was in his stables on the 30th?

Witness—Yes.

Hon. Commander Hastings—And it belongs to Mr. Humphreys?

Witness—I do not know whether it belongs to him or not.

Hon. Commander Hastings—You have never seen the receipt for it?

Witness—No.

Hon. Commander Hastings—Were you there when Sergeant Moffatt came last month?

Witness—Really I forget, but perhaps Moffatt might nudge my memory.

Sergeant Moffatt came into Court and witness said—I did not see him at Mount Richmond last month. He spoke to me about the dog licence in the station some time ago and told me to tell Mr. Humphreys about it.

Mr. Humphreys—What do you mean by saying I have another set of single harness. Didn't you know that the other set belongs to Mr. Buck and I have never used it?

Witness—I understood it was yours. The only reason—

Mr. Humphreys—I am not responsible for what you understood. Where did you get your information from?

Witness—Mr. Kennedy told me.

Mr. Humphreys—It does not belong to me and I have never used it. Have you ever seen me use it?

Witness—No.

Mr. Humphreys—Have you ever put it on any pony?

Witness—No.

Mr. Humphreys—Has it ever been at my house?

Witness—No.

Mr. Humphreys—Where is it kept?

Witness—At Mr. Fraser Smith's stables.

Mr. Humphreys—I have a double set of harness in addition to that set?

Witness—Yes.

Mr. Humphreys—Don't you know as a matter of fact that that set of double harness was on the 30th December at Mr. Kennedy's being repaired?

Witness—Yes, it was taken there on the 16th and was returned two days ago.

Mr. Humphreys—I have no more witnesses. Well, your Worship, I think the case cannot be considered to be proved, as Captain Hastings only believed he saw me get into the trap.

His Worship—It is not a question of belief; he saw you get into it.

Mr. Humphreys—He said he saw me get into a dog cart on the last occasion, and to-day he says he saw me get into a buggy.

His Worship—No, he says a two-wheeled vehicle; he does not commit himself to a dog cart.

Mr. Humphreys—He did commit himself the other day.

His Worship—He says a two-wheeled vehicle; he corrected his evidence.

Mr. Humphreys—I do not think he has proved his case.

His Worship—I am afraid he has, Mr. Humphreys.

Mr. Humphreys—Well, I'll leave the matter in your Worship's hands.

His Worship—I want to suggest to you, Mr. Humphreys, the advisability of taking out these licences. Are you willing to do so? The position is this: For every time you use a vehicle that is not licensed you are liable to be brought up here, and it must cause you a great deal of inconvenience, and it causes trouble to the police as well, and also wastes the time of the Court.

Mr. Humphreys—I don't intend to give any trouble to the police nor yet to myself in the future.

His Worship—Well, I only—

Mr. Humphreys—At the same time I shall not use any trap that is not licensed.

His Worship—The reason I am asking is this. If you give me an undertaking to take out a licence I am quite prepared to inflict only a nominal penalty.

Mr. Humphreys—I cannot do that. I will undertake to sell the trap and not drive a trap of mine again as long as that Ordinance is in force.

His Worship—I cannot accept that. You will be fined \$25.

Mr. Humphreys—I cannot conceive the reason for that, because I am breaking no law if I do not use a trap. It is surely open to me to sell the trap. If I drive I shall not drive in my own trap.

Mr. Humphreys then threw a \$25 note on the Magistrate's desk and left the Court.

RIDING AT THE HAPPY VALLEY.

A POLICE COURT SUMMONS.

At the Magistracy on the 14th Jan., before Mr. T. Sercombe Smith, Mr. A. S. Manners was summoned for "committing a breach of No. 4 of the regulations made on the 7th of November, 1892, by the Governor in Council under Ordinance 8 of 1870, by using the Wongneichong recreation ground for a special purpose otherwise than provided by the said regulations, to wit, riding a pony without the consent of the Governor." Mr. H. P. Tooker prosecuted on behalf of the P.W.D. Mr. Ellis appeared for the defendant.

His Worship—What do you charge the defendant with, Mr. Tooker?

Mr. Tooker—He is charged with a breach of the regulation by using the Wongneichong recreation ground for a special use without permission of the Governor; the special use is riding.

His Worship—Why don't you charge him under the previous regulations made in May, 1892?

Mr. Tooker—Because that regulation prohibits riding altogether. These regulations allow riding on certain days. I am charging him with promiscuous riding on the ground without permission. I was going to call your attention to the previous regulation.

His Worship—I want to know whether the regulations have been published on the recreation ground.

Mr. Tooker—Yes.

His Worship—Are they posted there?

Mr. Tooker—They are in charge of the custodian.

His Worship—The Ordinance says that the regulations "shall be exhibited at the entrance thereof, or in some conspicuous place within the same." Have they been posted in a conspicuous place?

Mr. Tooker—Yes; they are exhibited in the custodian's shed.

His Worship—Is that a conspicuous place?

Mr. Tooker—Yes, certainly.

His Worship—You will have to prove that. The regulation made in May states that "unless permission from the Government has first been obtained riding over that part of the Wongneichong recreation ground which is enclosed within the racecourse and the training track is prohibited until further notice." It seems to me that that is the right regulation under which to bring the charge. Do you consider the custodian's shed a conspicuous place?

Mr. Tooker (who had stepped into the witness box).—Yes.

His Worship—I am not inclined to agree with you. Have the regulations been legally brought to the notice of the defendant?

Mr. Tooker—We can prove they have been sent to him, and they were published in the Gazette.

His Worship—That does not matter; it is only a proof of the existence of the regulations, and is not sufficient.

Mr. Tooker—As your Worship pleases.

His Worship—Do you take that point, Mr. Ellis?

Mr. Ellis—I'll take any point, your Worship.

His Worship—Do you wish to amend the charge?

Mr. Tooker—Yes, and bring it under the regulation made in May, 1892.

Mr. Ellis—This is a most irregular proceeding.

His Worship—I do not think it will do your client any injury.

Mr. Ellis—No, but it is a most irregular proceeding. My client is brought here on a summons which is most unintelligible, and—

His Worship—I do not wish you to make remarks of that kind.

Mr. Tooker then said that the regulation was posted at the entrance to the ground.

His Worship—Was it there on the 4th of January?

Mr. Tooker—No, not on the 4th January.

Mr. Ellis—I can give a reason why it was not, your Worship.

His Worship—If it was not there on the 4th of January, Mr. Manners did not have notice of it.

Mr. Tooker—It was posted after appearing in the Gazette.

His Worship—It was not there on the 4th January. Is it any use your going on? Mr. Manners has not had notice.

Mr. Tooker—If your Worship decides he has not had notice then of course I cannot go on. The Director of Public Works sent him a copy of the regulations.

His Worship—That is all very well in a way. The question is, was he bound to take notice of that?

Mr. Tooker—The regulation has been in force some time.

His Worship—The Ordinance requires that it shall be exhibited at the entrance to the grounds or in some conspicuous place. You told me that the late regulations are kept in the custodian's mat shed, and if a person wanted to see them it is quite possible the custodian may be out; in the other case the May regulation was not posted on the 4th January. I do not think you have a case. I do not mind adjourning the case so that you can take legal advice.

Mr. Tooker—In that case I will ask for an adjournment.

Mr. Ellis—I submit that by the regulations made in November, 1892, the previous regulation has been repealed.

His Worship—We are now going on the regulations put in force in May, 1892.

Mr. Ellis—But I submit it has been repealed by the November regulations. That was done *ipso facto*. The May regulation was simply a temporary one.

His Worship—The person who took the regulation down may have thought it was repealed, but there is nothing to show it was.

Mr. Ellis—It is not absolutely necessary that it should be done in so many words. The November regulations are "for the maintenance of good order and for the preservation and better enjoyment of the place open to the public commonly known as the Wongneichong recreation ground." So that the whole ground is open to the public; those regulations repeal any regulations restricting the use of the ground. It is thrown open to the public subject to any restrictions provided by the new regulations themselves. I ask your Worship to consider that point now, as my client does not want to be bothered two or three times because Mr. Tooker is not prepared with his case.

His Worship—If you look at the top of the regulations you will see it says "the regulation contained in Government Notification No. 488 of 22nd November, 1890, is hereby repealed." As the regulations specifically repeal a certain regulation any other regulations not specifically mentioned cannot be repealed.

Mr. Ellis—I do not know that that would be the case. I ask your Worship how these two sets of regulations can be read together. If the regulation made in May, 1892, says that no one shall ride on the recreation ground then the regulations made in November, 1892, saying you can ride are certainly inconsistent.

His Worship—I do not see in the regulations of November that anybody may ride on the ground.

Mr. Ellis—The word "ride" is not used, but if you look at the bottom of the schedule you will see the words "Public for general use." I submit riding is one of the general uses.

His Lordship—It might be if there had been no previous regulation prohibiting riding.

Mr. Ellis—The previous regulation was made while the ground was being prepared and laid out, as the authorities did not wish anyone to interfere with the work.

In answer to Mr. Ellis Mr. Tooker said the previous regulation was taken down by his orders. He did not know the exact date.

Mr. Ellis—Is your Worship going on with the case now?

His Worship—I have thrown out the hint to Mr. Tooker. He knows my views and the position I have taken up. If he likes to take legal advice he can.

Mr. Tooker—I ask your Worship for an adjournment.

Mr. Ellis—I think Mr. Tooker ought to come prepared on all points; he is the complainant.

His Worship—I cannot refuse an adjournment.

Mr. Ellis—No, but Mr. Tooker came here prepared to go on under certain regulations, and now he has changed his mind. I prefer, your Worship, to go on with the case now.

His Worship—But Mr. Tooker wants an adjournment.

Mr. Ellis—He only wants an adjournment to see whether he will throw up the case or not. I think it is a hardship for my client to have to come here.

The case was then adjourned until the 16th Jan.

THE MURDER AND SUICIDE AT SHAIKIWIAN.

INQUEST.

At the Magistracy on the 8th Jan. Mr. T. Sercombe Smith held the inquiry respecting the murder and suicide at Shaikiwian on the 2nd inst. The names of the deceased are Sant Singh, an Indian policeman, and Pau Kwong Loi, the son of a tea-house keeper.

Inspector Hall said—I am stationed at Shaikiwian. On the 2nd inst. at 9 p.m. I was in the charge room. I heard the sound of a shot coming from behind the station in the direction of the stable. I went out and on the steps leading from the compound to the charge room I saw a Chinaman, whose jacket was burning. I and a constable assisted him into the charge room, where he sat on the floor. We afterwards laid him on his back on the floor. I examined him and found a bullet hole in his left side, rather low down. I also saw a bullet hole in his back: it corresponded with the hole in his side. He said "I'm shot." I said "Who shot you?" He said Sant Singh, the police trooper. I had his wounds bound up with cotton wool and I sent him in an ambulance to the Government Civil Hospital. I afterwards saw him dead at the hospital. I searched the station for Sant Singh, and found him in the bath room at the station. Whilst attending to the injured Chinaman I heard two shots fired in quick succession from near the back of the station. A rifle was lying by the Indian's side. It held an empty cartridge. Another empty cartridge was lying between his feet. There were four loaded cartridges in his overcoat pocket. The constable was dead. There was a bullet hole on the right side of the neck and the top of his skull was smashed. An empty cartridge case was afterwards found in the harness room. The cartridges had been taken from the pouch of P.C. 591.

Dr. Marques said—On the 4th inst. I made a post mortem examination of the two bodies. The Chinaman was about 22 years of age. There was a bullet wound on the left side of the abdomen, also a corresponding wound on the back. The spleen, left kidney, and stomach were pierced through. Death was the result of hemorrhage produced by an injury to the spleen and left kidney. The Indian had a bullet wound on the trachea, also one near the top of his head. Death was caused by cerebral concussion and must have been instantaneous.

Pau Loi, the father of the Chinaman, said—I saw my son at six p.m. on the 2nd inst. when we had dinner together. I also saw him after he was wounded, but he could not speak. I identify the body.

P.C. 253 said that when the wounded Chinaman was brought into the station he said, in answer to the question, "What is the matter with you?" "I was shot by Sant Singh."

The question "Why were you shot?" was put to him and he made no reply.

His Worship returned the following verdict:

—"That Pang Kwoon Loi died from hemorrhage resulting from injuries to the spleen and left kidney caused by a bullet fired by one Sant Singh. That Sant Singh died from cerebral concussion resulting from injuries caused by a bullet fired by himself."

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LIMITED.

The following is the report for presentation to the shareholders at the eleventh ordinary general meeting, to be held at the Company's registered offices, 38 and 40, Queen's Road Central, on Monday, 20th January, at noon.—

To the shareholders of the Hongkong High-Level Tramways Co., Limited.

Gentlemen,—We beg to lay before you the report and statement of accounts for the year ending 30th November, 1895.

The total receipts for the twelve months, including \$8.00 transfer fees, amount to \$43,226.80. After paying interest and all running expenses and making provision for auditor's fees, there remains a net profit on the year's working of \$9,387.46, which, together with \$1,484.11 carried forward from last year, gives a sum of \$10,871.57 available for appropriation. Your General Managers and Consulting Committee recommend that a dividend of \$6.00 per share be paid to shareholders, absorbing \$7,500, that \$2,000 be written off the value of the Company's rolling stock, and that the balance, viz., \$1,371.57, be carried forward to new account.

CONSULTING COMMITTEE.

It is with much regret that we have to announce the death of Mr. Poon Pong, a member of our Consulting Committee.

In accordance with rule 15 of the Company's articles of association, the present members, Messrs. Ewens and Orange, retire, but being eligible offer themselves for re-election.

AUDITORS.

Owing to the death of Mr. Lyall the office of auditing is vacant, and Messrs. F. Henderson and W. H. Potts have been appointed, subject to confirmation by the shareholders.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 8th January, 1896.

BALANCE SHEET FOR THE YEAR ENDING 30TH NOVEMBER, 1895.

LIABILITIES.		
Capital account: 1,250 shares of \$100 each	\$	c.
fully paid up...	125,000.00	
Debentures: 60 of \$500 each	30,000.00	
Local and general liabilities	13,770.26	
Profit and loss: brought forward	\$1,484.11	
Profit and loss: for current year	9,387.46	
	10,871.57	
	\$179,641.83	
ASSETS.		
Permanent way, concession, and deed of grant	130,000.00	
Stations, Crown leaseholds, and buildings (Inland Lots 1,317, 1,332, 1,333, 1,334, 1,335, 1,353, and R. B. Lot 86)	14,907.53	
Rolling stock	25,281.34	
Furniture account	140.00	
Coals and stores in hand	244.73	
Accounts receivable	24.00	
Cash in Hongkong & Shanghai Bank	\$8,432.20	
Cash and compradore's orders in hand	611.53	
	9,043.83	
	\$179,641.83	

WORKING ACCOUNT.

PROFIT AND LOSS ACCOUNT.		
Dr.	\$	c.
To salaries and wages	15,099.15	
To charges, &c.	2,297.77	
To maintenance and repairs	3,573.89	
To coals and stores	5,516.50	
To interest	2,473.89	
To rates, Crown rent, and insurance	873.34	
To godown and station rent, &c.	900.00	
To General Managers' and auditors' fees	1,300.00	
To office rent, clerks' salaries, &c., &c.	1,800.00	
To balance	10,871.57	
	\$44,710.91	

CONTRA.		
Cr.	\$	c.
By amount brought forward from last year	1,484.11	
By transfer fees	8.00	
By rent	144.00	
By traffic receipts for the year to date	43,074.80	
	\$44,710.91	

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

An extraordinary general meeting of the Hongkong Brick and Cement Co., Limited, was held at the office of the Company on Saturday, at noon. Mr. R. Shewan presided and there were also present Hon. C. P. Chater, Messrs. G. H. Potts, W. H. Potts, C. Ewens, G. H. Jorge, W. Shewan, S. S. Benjamin, P. Jordan, C. M. Adamson, C. A. Tomes, J. S. Watts, Leng Tun Po, and W. A. Duff (Secretary).

The SECRETARY read the notice calling the meeting.

The CHAIRMAN—This meeting, which is called under article 20, has been rendered necessary by the simple fact that the Company having run short of funds the directors do not see their way to guarantee any further overdrafts with the Company's bankers. In accordance with clause 1 of this article I lay on the table a statement of accounts showing the position of the company as far as it can be ascertained, copies of which are now in your hands. The majority of the shareholders, like the directors, not being willing to provide more capital there is no other course open to us than to liquidate and dispose of the Company's property as quickly as possible on the best terms we can, but before putting the resolution to the meeting I may say that your directors have been in communication with the Green Island Cement Company, who are in a position to work the business in conjunction with their own to better advantage and much more economically than we can do, and have agreed with that Company to transfer the business and property of this Company to them on the following terms, viz., for cash at the rate of \$6½ per share or for shares in the Green Island Cement Company in the proportion of 11 Green Island shares for 25 Hongkong Brick and Cement Company's shares at the option of each shareholder. With funds to go on with and careful and economical management and perhaps more attention paid to advertising and pushing the sale of our wares, the quality of which is good and can be improved with very little trouble, I see no reason whatever why the business should not be worked at a fair profit. The resolution if passed will have to be confirmed at a subsequent meeting to be held after a fortnight's interval. Before putting the resolution I shall be glad to answer any questions.

No questions were asked.

The CHAIRMAN—As there are no questions I beg to propose "That the Hongkong Brick and Cement Company, Limited, be wound up voluntarily, under the provisions of the Companies Ordinances, 1865 to 1890, and that Creasy Ewens, of Victoria, in the colony of Hongkong, be, and he is hereby, appointed Liquidator for the purposes of such winding up."

Hon. C. P. CHATER—I have much pleasure in seconding.

Carried.

The CHAIRMAN—That is all the business, gentlemen.

THE NEW IMURIS MINES, LD. (IN LIQUIDATION.)

9, Fenchurch Avenue,

London, E.C.

27th November, 1895.

LIQUIDATOR'S REPORT TO THE CONTRIBUTORIES.

The Company went into voluntary liquidation on the 25th September, 1893.

The assets consisted of railway, mining and concentrating plant at Imuris, and the uncalled capital of the Company, being 2s. 6d. per share on 159,608 shares.

With regard to the plant, it was found that the cost of removing it would have exceeded its realisable value, and as the Company had liabilities to meet in Mexico an arrangement was come to with the former manager by which the property was made over to him in consideration of his undertaking to discharge all the Company's debts in that country.

Besides the liabilities in Mexico the Company was indebted to the firm of J. Whittall & Co. for advances to the amount of £32,773 6s. 4d., and other creditors had claims to the extent of £783 10s. 11d., making a total indebtedness to creditors other than Mexican of £33,556 17s. 3d.

To discharge this large amount the only available asset was the call of 2s. 6d. per share due from shareholders resident in Hongkong, Shanghai, and other places in the Far East, and in the United Kingdom and on the Continent of Europe, in the following proportion:—

	£	s.	d.	£	s.	d.
United Kingdom ...	5,710	12	6			
Vienna ...	242	2	6			
				5,992	15	0
Hongkong ...	5,268	12	6			
Shanghai ...	8,587	10	0			
Other places in Far East ...	102	2	6			
				13,958	5	0

Total.....£19,951 0 0

Of these amounts the following have been collected:—

	£	s.	d.
From United Kingdom ...	5,281	10	5
" Vienna ...	nil		
" Hongkong ...	1,986	12	6
" Shanghai ...	344	10	0
" other places in Far East ...	45	10	0

Total.....£7,658 2 11

It will thus be seen that most of the amount due from shareholders resident in the United Kingdom has been collected, but that as regards Hongkong the results are comparatively meagre, while with respect to Shanghai they are practically nil. The difficulties of enforcing payment from persons residing at such a great distance from this country will be readily appreciated, but they are intensified in this case by the fact that in Hongkong 11,386 shares, and in Shanghai 10,405 shares are held by native Chinese, representing respectively £1,423 5s. 0d. and £1,300 12s. 6d., and the bulk of these amounts must be looked upon as irrecoverable.

Of the European shareholders in China some have left the country and are not to be traced, while the prolonged trade depression has made it impossible for others to meet their obligations, however willing they might be to do so. These facts, coupled with the great difficulty of finding anyone to discharge energetically the very disagreeable duties of agent, fully account for the poor results obtained. The gentleman who first acted in that capacity in Hongkong retired some months since, and was succeeded by Mr. M. J. D. Stephens, solicitor. The change has proved highly beneficial. Mr. Stephens having succeeded in materially reducing the outstanding calls in Hongkong, although very little progress has been made in Shanghai.

Out of the moneys already collected a first distribution of 2s. 6d. in the £ has been made to creditors, absorbing £4,124 12s. 3d., and the accompanying cash account shows that the sum of £3,020 0s. 1d. is now in hand.

T. DUNDAS PILLANS,
Liquidator.

BALANCE SHEET.

T. Dundas Pillans, Liquidator, in account with the New Imuris Mines, Limited (in Liquidation).

	£	s.	d.
To Bank balance at date of commencement of liquidation ...	1	4	8
To amount collected from contributories in respect of call of 2s. 6d. per share ...	7,658	2	11
To interest on deposit account and on calls overdue ...	83	9	11
To law costs recovered ...	4	3	0
	£7,747	0	6

Cr. £ s. d.

By first dividend to creditor:—			
2s. 6d. per £ on £33,556.17.3 ...	4,194	12	3
By expenses of liquidation:—			
Office rent; clerical assistance, law costs, stationery, postages and telegrams, and petty disbursements in London and China ...	132	8	2
By cash at Chartered Bank of India, Australia, and China, London ...	2,064	19	10
By cash at Bank of England, Law Courts branch, at credit of Companies liquidation account ...	955	0	3
	£3,020	0	1
	£7,747	0	6

T. DUNDAS PILLANS,
Liquidator.

9, Fenchurch Avenue, London, E.C.,
27th November, 1895.

CRICKET.

THE CRICKET CLUB v. THE GOLF CLUB.

This match (the return) was played on the Cricket Ground on Saturday and resulted in a drawn game much in favour of the Golf Club, who at the call of time had only one wicket to capture in order to secure a victory. Eccles played a dashing innings of 104 for the Golfers—an innings which included four 6's out of the ground—and Knox and Anton also made substantial contributions of 47 and 31 respectively. Dyson, Johnstone, and Peade were the only batsmen who made a good show for the Cricket Club, the former two putting on nearly 80 runs for the third wicket, whilst the latter carried out his bat for a carefully played 45. The score at one time promised to be a pretty substantial one, but Eccles going on with lobs captured the last four wickets for 19 runs. The following is the score:—

GOLF CLUB.		
C. W. Knox, R.B., c Paley, b Darby	47	
A. S. Anton, b T. Sercombe Smith	31	
Lieut. Thring, R.N., c and b T. Sercombe Smith	4	
Capt. Eccles, R.B., not out	104	
E. W. Maitland, not out	1	
Capt. Ferguson, R.B., c Anders n, b Darby	11	
Capt. Grafton, R.N., c Firth, b Darby	15	
W. M. Thompson, R.E.		
T. Clace, R.B.		
Sir R. K. Arbutnot, R.N.		innings declared closed
Surgeon Major Westcott		did not bat
Extras	21	
Total	241	
H.K.C.C.		
C. M. Firth, c Anton, b E. W. Maitland	4	
S. L. Darby, b Knox	14	
Capt. Dyson, A.P.D., run out	7	
Surgeon Major Johnstone, c and b Eccles	54	
Surgeon Peade, R.N., not out	48	
T. S. Shelford, b Eccles	0	
A. Anderson, c Thompson, b Eccles	0	
T. Sercombe Smith, b Knox	1	
S. E. Hullah R.N., c Arbutnot, b Eccles	3	
G. Paley, b Knox	3	
S. Powell, did not bat		
Extras	9	
Total	174	

RUGBY FOOTBALL.

The return match between the Hongkong Football Club and the Navy was played on the afternoon of the 13th Jan. on the Happy Valley and a tough struggle was witnessed. For the first few minutes the Navy had plenty to do in preventing incursions into their half, and on two occasions, once by Grayson and again by Greenfield when the ball was dribbled from the scrum, the Club reached the twenty-five. However, the Navy back proved himself of sterling value and returned the ball with celerity and good judgment. One kick sent the ball well down the field and Wood in stopping its progress slipped into touch. The Club were now on the defensive and thanks to Davies and Landale after a little time the scrum was in mid-field. A rush by Cameron in his usual formidable style still further advanced the ball; then Landale carried it on, but being tackled he passed to Davies, who carried it by sheer force over all obstacles and drew first blood. Greenfield took the kick, but did not convert. The Navy at once commenced to play in a still more determined manner and forming scrum after scrum they at length reached their opponents' twenty-five. Here a scrum being formed the ball was heeled out to Shelford, who proved himself a most difficult player to tackle, until Davies brought him to earth by a low catch, which had to be repeated a few seconds afterwards. However, the quick movements of the Naval three-quarters appeared to be troubling the Club, and at last the ball being passed out to Arbutnot, then to James, then from Powlett to Blount, was placed by the last player in the desired quarter near the corner-flag. Cay tried to convert by a magnificent kick from a difficult position, but the ball went a few inches to the outside. Half-time arrived and the period of cessation seemed to be a very grateful one to the combatants. Re-commencing the fray the Navy found that their opponents were slowly pressing towards the uprights and after a few minutes' play Greenfield dribbled a short distance, then caught up the ball and placed it behind

the bar. The same player converted his try amidst much approbation. Kicking off, the Navy followed well up and managed to get very near to the line. After several anxious minutes, in which repeated efforts to get into the desired quarter were frustrated, greatly by the energetic action of Sanders and Cameron, the ball at length went out of danger. From a throw in Cay dashed forward and a try seemed inevitable, but Landale and Greenfield, simultaneously tackling, brought him to earth and averted the catastrophe. Again a gallant attempt was made by Shelford, who passed on to James; this player getting into difficulties passed to Powlett, who having proceeded some distance was brought down a few yards from the goal line. A succession of scrums brought the ball back to the centre and now it became evident that, although only ten minutes were left for play, the Club were strongly pressing. Adamson made an excellent rush, Loveband seized the ball when surrounded by opponents, and after proceeding a short distance, finding that he was likely to meet with serious resistance, he passed to Landale, who ran in and scored in a brilliant manner. The try was well converted by Greenfield. It was now quite evident that the Navy had enough to do in order to save the match. The passing of their three-quarters was excellent, but the Club tackled well and frequently relieved by dribbling well down the field. Cay at the end of the game was a constant source of anxiety and considerable pressure had to be used in order to bring him to earth. Blount made a capital run and seemed certain to score, but was finally forced into touch within a yard of the goal-line. Most vigorous action on the part of the Club was required to force the ball down, but Adamson exerted himself strongly and Petts manoeuvred by kicking and hopping with the ball, so that at length when the whistle blew the players were in mid-field. Thus the Club won the match by 13 points to three after a very keen contest in which but few players left the field without having acquired "honourable marks of distinction."

HONGKONG GOLF CLUB.

The first quarterly meeting and competitions connected with the MacEwen Cup commenced on the 10th and were concluded on the 13th inst. in fine weather. The greens were in good order, though a trifle quick. Additional interest was added to the events of the meeting, it being the second round for final possession of the handsome silver bowl presented by the golfing members of the Rifle Brigade. The winner proved to be Mr. Gershom Stewart, who put in two good rounds of 85 each, or a total of 170 net for the double aggregate of the MacEwen Cup rounds, the first of which was played in October last, and who now possesses this valuable prize. The leading score of 84 in the October round was made by a member who through a very unfortunate misapprehension of the competition days inadvertently contravened a well established and recognised rule of golf, and the Committee very reluctantly were obliged to disqualify him in the final. It cannot be too strongly impressed on players that the rule of golf must be most strictly adhered to, and the incident is recorded here as a warning to others.

The MacEwen Cup brought out a very good number of players, and again a long handicap man heads the list with a good net score of 79: he is to be congratulated on his win and will doubtless be gratified to find his handicap reduced when he next competes! The Sweepstakes were taken by a new member, who somewhat puzzled the handicapping Committee, but the result proved that his powers were pretty accurately gauged in spite of his shyness in disclosing his record on home links! He put in a net score of 83, under an 11 handicap. "Colonel Bogey's" Cup brought about a fair number of players and as the Colonel was modest and went round in 82 net, which enabled several players to get very close to him, the winner got within one hole of him. The general returns show an improvement on previous ones. The first prize in the Pool, for which the returns only number 9, was taken by the winner of the Bogey Cup, Mr. Clement Palmer.

RIFLE BRIGADE BOWL.

	Oct. '95.	Jan. '96.	Total.
Mr. Gershom Stewart	85	85	170
Mr. H. L. Dalrymple	87	88	175
Mr. E. A. Ram	86	91	177
Mr. Clement Palmer	95	84	179
Mr. C. H. Grace	89	92	181
Dr. J. Bell	95	91	186
Mr. W. A. Duff	97	90	187
Mr. J. Hastings	99	90	189
Mr. E. W. Maitland	90	—	—
Sir Fielding Clarke	93	—	—
Commodore Boyes, R.N.	96	—	—

MACQUEEN CUP.

Dr. J. M. Atkinson	97	18	79
Mr. C. E. Hume	94	11	83
Mr. Clement Palmer	95	11	84
Mr. Gershom Stewart	90	5	85
Capt. R. M. Ramsey, R.N.	95	8	87
Mr. H. L. Dalrymple	98	10	88
Lt. W. M. Thompson, R.E.	99	10	89
Mr. C. A. Tomes	114	24	90
Mr. J. Hastings	104	14	90
Mr. W. A. Duff	102	12	90
Dr. J. Bell	106	15	91
Mr. C. H. Grace	107	15	92
Mr. E. A. Ram	104	11	93
Captain Ferguson, R.B.	110	14	96
Lieut. Knox, R.B.	117	21	96
Mr. G. W. F. Playfair	116	18	98

20 entries.

SWEEPSTAKES.

Mr. C. E. Hume	94	11	83
Mr. G. Stewart	90	5	85
Capt. R. M. Ramsey, R.N.	95	8	87
Mr. H. L. Dalrymple	98	10	88
Mr. W. A. Duff	102	12	90
Mr. C. A. Tomes	114	14	90
Dr. J. Bell	106	15	91
Mr. C. H. Grace	107	15	92
Mr. E. A. Ram	104	11	93
Captain Ferguson, R.B.	110	14	96
Mr. G. W. F. Playfair	116	18	98

15 entries.

POOL.

Mr. C. Palmer	95	11	84
Mr. Gershom Stewart	90	5	85
Mr. E. A. Ram	100	11	89
Mr. C. A. Tomes	114	24	90
Mr. W. A. Duff	104	12	92
Mr. C. H. Grace	109	15	94
Dr. J. Bell	111	15	96
Mr. G. W. F. Playfair	116	18	98

BOGEY.

Mr. Clement Palmer, receives 8 strokes 1 down			
Dr. J. M. Atkinson	14	"	2
Mr. Gershom Stewart	"	"	2
Dr. J. Bell	11	"	3
Mr. C. E. Hume	8	"	3
Mr. W. A. Duff	9	"	5
Capt. R. M. Ramsey, R.N.	6	"	5
Mr. H. L. Dalrymple	8	"	6
Capt. Ferguson, R.B.	11	"	6
Mr. C. H. Grace	11	"	6
Mr. C. A. Tomes	18	"	7
Mr. J. Hastings	11	"	8
Mr. E. A. Ram	8	"	8
Lt. W. M. Thompson	8	"	8
Lieut. Knox, R.B.	16	"	9
Mr. G. W. F. Playfair	14	"	9

AMOY RACES.

SECOND DAY, Tuesday, 7th January.

EXCHANGE PLATE (presented); value \$—; second pony \$25; for all China ponies; griffins at date of entry allowed 5lbs.; winners at this meeting 5lbs. extra for each race won; weights as per scale; entrance \$5. Three-quarters of a mile.

Major Thomas' Morrison, 11st. 11lb.	1
Mr. Esher's Kindar, 10st. 9lbs.	2
General Toptigin's Mercury, 11st. 4lbs.	3

Time, 1 min. 35 secs.

AMOY DERBY; a sweepstakes of \$15 each, with \$100 added; second pony \$50; a forced entry for all bona fide griffins at date of entry, optional for subscription griffins; weights as per scale. One mile and a half.

Mr. Tom Green's Bluejacket, 10st. 9lbs.	1
Mr. Cavendish's Mossyface, 10st. 12lbs.	2
Mr. Dryasdust's Cerberus, 11st. 4lbs.	3

Time, 3 min. 26½ secs.

VISITORS' CUP (presented); value \$100; second pony \$25; for all China ponies; winner of Foochow Cup or Racing Stakes 7lbs. extra; weight as per scale; entrance \$5. Two miles.

Mr. Dryasdust's Cobweb, 11st. 11lb.	1
Mr. Thomas' Otter, 10st. 12lbs.	2

Time, 4 min. 42 secs.

COMPRADORES' CUP (presented); value \$—; second pony \$25; for Amoy subscription griffins of this season; winner of one race 7lbs. extra, of two or more 10lbs. extra; previous non-starters 7lbs. extra; weights as per scale; entrance \$5. Seven furlongs.

Mr. Dryasdust's Field Marshal, 11st. 4lbs.	1
Mr. McWillow's Scrambler, 10st. 12lbs.	2
Mr. Pug's Cheer Up, 10st. 12lbs.	3

Time, 1 min. 57 15th secs.

CHALLENGE CUP; value \$259; a forced entry for all Amoy and Formosa owned ponies, optional to subscription griffins of this season; half entrance fees to the winner, until the Cup is finally won, when the second pony shall receive the half entrance fees; to be won two consecutive meetings by a pony or ponies the bona fide property of the same owner or owners; weights as per scale; entrance \$10. One mile.

Mr. Dryasdust's Shiney William, 11st. 4lbs.	1
Mr. Boyd's Dunmore, 11st. 11lb.	2
Mr. Boyd's Dunoon, 11st. 11lb.	3

AMOY CLUB CUP; value \$100; second pony \$25; for all bona fide griffins at date of entry; subscription griffins allowed 5lbs.; winners 5lbs. extra; entrance fee \$5; weights as per scale. One mile.

Mr. Bruce's Satrap, 10st. 12lbs.	1
Mr. Bazaar's Socialist, 11st. 11lb.	2
Mr. Tom Green's Bluejacket, 10st. 12lbs.	3

THE MA-CHIN PLATE (presented); value \$—; first pony to receive 75 per cent.; second 25 per cent.; for Amoy, Foochow, and Formosa owned ponies; griffins at date of entry allowed 5lbs.; winner of a race at this meeting of 1½ miles or over 5lbs. extra, if of two such races 7lbs. extra; weights as per scale; entrance \$10. One mile and a half.

General Toptigin's Mercury, 11st. 4lbs.	1
Mr. Dryasdust's Cobweb, 11st. 11lb.	2
Mr. Frank Percy's Red Knight, 10st. 7lbs.	3

CHAFFER CUP (presented); value \$—; second pony \$25; for Amoy subscription griffins of this season; winners 5lbs. extra for each race won; weights as per scale; entrance \$5. One mile and a quarter.

Mr. Cavendish's Mossyface, 10st. 12lbs.	1
Mr. Twoman's Cruiser, 11st. 4lbs.	2
Mr. Pug's Cheer Up, 10st. 12lbs.	3

THIRD DAY, Wednesday, 8th January.

LEDGER CUP (presented); value \$—; second pony \$25; for all China ponies; winners at this meeting of one race 5lbs. extra, of two or more 10lbs. extra; previous non-starters 7lbs. extra; weights as per scale; entrance \$5. One mile.

Mr. Esher's Kindar, 10st. 9lbs.	1
Mr. Boyd's Dunoon, 11st. 11lb.	2
Mr. Boyd's Dunmore, 11st. 11lb.	3

Time, 2 min. 12 3/5th secs.

FORMOSA CUP (presented); value \$—; for all ponies first raced as griffins at Amoy or Foochow; winners at this meeting of one race 7lbs. extra, of two or more races 10lbs. extra; bona fide griffins at date of entry allowed 5lbs.; weights as per scale; entrance \$5. One mile and a quarter.

Mr. Bruce's Satrap, 10st. 7lbs.	1
Mr. Thomas' Otter, 10st. 12lbs.	2
Mr. Dryasdust's Cerberus, 10st. 13lbs.	3

Time, 2 min. 53½ secs.

LADIES' PURSE (presented); for all China ponies; to be ridden by residents of Amoy, Foochow, or Formosa; catch weights over 11 stone 7lbs.; entrance \$5. Once round and a distance.

General Toptigin's Mercury	1
Mr. Dryasdust's Hard Times	2
Mr. Manners' Magic	3

Time, 1 min. 25 1/5th secs.

LOTTERY CUP; value \$100; second pony \$25; for Amoy subscription griffins of this season; winners of a mile and quarter race or over 5lbs. extra for each such race won; weights as per scale; entrance \$5. One mile and a half.

Mr. Dryasdust's Field Marshal, 11st. 4lbs.	1*
Mr. Twoman's Cruiser, 11st. 4lbs.	2
Mr. Pug's Cheer Up, 10st. 12lbs.	3

CONSOLATION CUP; value \$100; second pony \$25; for all beaten ponies that have run and not won a race at this meeting; weights as per scale; entrance \$5. One mile.

Mr. Thomas' Otter, 10st. 12lbs.	1
Mr. Manners' Magic, 10st. 12lbs.	2

Time, 2 min. 16 4/5th secs.

CHAMPION STAKES; a forced entry of \$10 each for all winners at this meeting except Nil Desperandum Stakes; winners of two races \$15 extra, of more than two races \$30 extra, non-winners excluded; weights as per scale. One mile and a quarter.

Mr. Dryasdust's Shiney William	1
Mr. Esher's Kindar	2
Mr. Tom Green's Bluejacket	3

Time, 2 min. 45 4/5th secs.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE "BONNINGTON" AND HER CREW.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I hope after the public have read your report of the steamer *Bonnington* that some honour may be done to Captain Leighton, officers, and crew, for their terrible experience, showing that all British pluck and energy has not died out yet in the British mercantile marine.

WILLIAM T. IRVING.

s.s. *Boynnton*.

Hongkong, 13th January, 1896.

THE LIGHT AND PASS REGULATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—From the wording of the order made by His Excellency the Governor in Council on the 11th instant respecting the Light and Pass Regulation, am I to understand that annual pass holders are also required to carry lighted lamps should they be out between the hours of midnight and sunrise? If my version is correct, the Chinese community should be ever grateful to His Excellency for making no distinction between quarterly and annual or special pass holders. I learned from good authority that it was on account of the advice given to the Government by a few selfish but stupid creatures who as annual pass holders were exempted from carrying lamps that the "light" regulation was enforced from 7 p.m. Trusting that you will grant space for the publication of this letter.—I remain, yours faithfully,

ANNUAL PASS HOLDER.

Hongkong, 14th January, 1896.

[The old order required "All Chinese not being holders of annual or special passes" to carry lights. In the new order no exception is made in favour of annual pass holders.—ED. D.P.]

THE PUBLIC LIBRARY.

Sir,—Now that the Hongkong Public Library is fairly started, please allow me a small space in your esteemed paper to suggest to the Committee that the present subscription of \$10 a year payable half yearly in advance be reduced to \$6 a year, and that payment be collected quarterly in advance. If this be done, the Library would be placed within the reach of all. From information obtained I learn that many young men, generally clerks drawing less than \$100 a month, are not subscribers because they find the present subscription somewhat heavy. It is to be hoped the Committee will see fit to make some such reduction as that suggested, thus rendering it possible for all to become acquainted with good books.

There is another point on which I desire to touch. The Library being yet small, the number of works subscribers are entitled to, take away at one time should, in my opinion, be limited to two, for the present, instead of to three.

I am glad to hear that the Library is now open to the public, only subscribers being

privileged to take away books. This is as it should be.

Thanking you for inserting this letter,—I remain, sir, yours faithfully,

F. A. C.

Hongkong, 10th January, 1896.

HOTEL ACCOMMODATION AT KOBE. TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—A little while ago a party of us arrived per steamer in Kobe and we asked to be conveyed to a hotel. We were told there was only one, a European, in the place, and on application for quarters we were politely informed that there was no accommodation for us. We had two ladies with us. In answer to our enquiries we ascertained we could go to a Japanese hotel or else go to Osaka or Kyoto. We were much disappointed, as well as surprised, for we had heard so much of the Liverpool of the East, which proved to be nothing but a sleepy town, lacking in energy and enterprise. The appearance of the harbour certainly indicates business activity and the streets are full of people going to and fro, but in spite of this we were told that for a long time only one hotel has been in operation, having the monopoly and charging what it pleases. One of the chief difficulties has been, we were told, want of desirable land to build on, the foreign settlement being entirely taken up by offices and godowns. Very recently an adventurous individual has put up a very fine building in about the best situation that can be found in Kobe. We saw it from the outside only, but were not allowed to enter. It is said that it is intended for a first class hotel, or for offices and chambers; no one seems to know. The taciturn disposition of the owner and his indifference has been the subject of comment, for all seem to be puzzled as to his object in erecting such a fine building and keeping it empty. As we are not the only travellers that are likely to visit Japan, I write in the interest of those that follow, and I would advise them either to stay on board or land and immediately proceed to Osaka, but as Kobe has no attractions I think Osaka and Kyoto offer the best inducement for a few days of rest. A trip down the rapids is worth a day's journey. I enclose my card and remain.—Yours faithfully.

A TRAVELLER.

Yokohama, 2nd January, 1896.

COLLISION AT WOOSUNG.

The N. C. Daily News of the 8th January says:—A serious collision occurred yesterday afternoon at Woosung between the *Tokio Maru*, inward bound, and the *Szechuen*, outward. The *Szechuen* was struck on the starboard side about twelve feet from the stem and the plates were knocked in some six feet and the stem twisted round on the same side. The damage extends from the top of the fore-castle deck down below the water line. One man was injured on board the *Szechuen*. The damage to the *Tokio* is not serious, so far as is at present known.

The same paper of the 9th January says:—The *Szechuen*, which was in collision with the *Tokio Maru* on Tuesday afternoon, is now alongside Messrs. Boyd & Co.'s wharf at Pootung. She has sustained serious damage, her starboard bow being completely smashed, and the plates on the port side torn away from the stem. The full extent of the damage, however, cannot be ascertained until the ship is docked, though it is estimated that the necessary repairs will take at least a month to effect. The collision occurred just above Gough Island. The *Szechuen* was hugging the Pootung bank of the river rather closely to avoid the Japanese steamer, and in doing so her stern took the ground, causing her to take a broad sheer. The *Tokio Maru* struck her about ten feet abaft the stem on the starboard side, cutting into her to a distance of about six feet. The Japanese steamer's damage was comparatively slight, although several plates will have to be taken out.

—The French flagship *Bayard* arrived at Saigon on the 2nd inst. from Hongkong. She will receive a new crew at Saigon and undergo extensive repairs there, which will occupy about a month.

THE APPRECIATION OF STOCKS.

The N. C. Daily News publishes a table showing the advance or decline on all the stocks during 1895 quoted in the daily list of Messrs. J. P. Bisset & Co., only excluding companies that have come into existence since the 1st of January, 1895. We reproduce the column giving the difference per share, which is an increase in every case except these marked with a — sign:—

Company.	Difference per share.
BANKS.	
Hongkong and Shanghai Bank	63.87
National Bank of China	4.56
SHIPPING.	
Indo-China S. N. Co.	14.00
China Mutual S. N. Co., preference	—
China Mutual S. N. Co., ordinary	6.33
Hongkong, Canton, and Macao Steamboat Co.	7.47
Douglas Steamship Co.	2.19
DOCKS.	
Boyd & Co., founders'	—
Boyd & Co., ordinary	40.00
S. C. Farnham & Co.	68.50
Hongkong and Whampoa Dock Co.	59.01
MARINE INSURANCE.	
China Traders' Insurance Co.	9.40
North China Insurance Co.	22.50
Union Insurance Society of Canton	51.93
Yungtze Insurance Association	28.60
Canton Insurance Office	34.67
Straits Insurance Co.	2.38
FIRE INSURANCE.	
Hongkong Fire Insurance Co.	62.05
China Fire Insurance Co.	10.22
WHARVES.	
Shanghai and Hongkew Wharf Co.	80.00
Birt's Wharf Co.	18.00
Hongkong and Kowloon Wharf & Godown Co.	8.21
MINING.	
Sheridan Con. M. & M. Co.	1.50
Panjom Mining Co., ordinary	—0.91
Panjom Mining Co., preference	—0.15
Jebeu M. & T. Co.	—1.83
Raub Australian G. M. Co.	—0.31
TUGS AND CARGO BOATS.	
Shanghai Tug Boat Co.	49.00
Taku Tug and Lighter Co.	15.00
Shanghai Cargo Boat Co.	54.50
Co-operative Cargo Boat Co.	62.50
SUGAR.	
Pérek Sugar C. Co.	—
China Sugar R. Co.	—25.91
Luzon Sugar R. Co.	8.03
LANDS.	
Shanghai Land Investment Co.	7.40
Hongkong Land Investment Co.	10.77
FACTORIES.	
Major Bros.	3.50
Shanghai Ice Co.	8.00
MISCELLANEOUS.	
Shanghai Gas Co.	10.00
Shanghai Waterworks Co.	17.50
Shanghai-Sumatra T. Co.	52.00
Shanghai-Langkai T. Co.	140.00
Shanghai Horse Bazaar Co.	17.50
J. Llewellyn & Co.	9.17
Hall & Holtz	8.03
A. S. Watson & Co.	1.83

The total increase amounts to Tls. 12,842,903, less a decrease of Tls. 726,290, giving a net gain of Tls. 12,116,613. Our contemporary says the total gain on the shares held in Shanghai and by Shanghai people may probably be fairly set down at Tls. 6,000,000, or nearly £1,000,000 sterling. A part of this gain belongs, of course, to the Chinese residents. Even with these deductions, the result of the year's operations is a very satisfactory one.

The *Mercury* publishes a similar list, compiled by Mr. J. L. Sullivan, to which is added the following result of comparative analysis for the past four years:—

Loss by shrinkage.	Gain in value.
1892 Tls. 11,144,274	
1893 2,836,628	
1894	Tls. 2,759,696
1895	12,132,406
Tls. 13,980,902	Tls. 14,892,102

The following remarks are appended:—

The above table giving the actual gain in values of our local securities is of such an interesting character that everyone dealing in shares, either as an investor or speculator, must feel a certain amount of gratulation in knowing that all securities, with the exception of

that bugbear of gambling—mining stocks, have materially advanced and appreciated to the extent of Tls. 12,132,406 and that as regards values we are to-day in the happy position of having completely recovered from the awful blow inflicted upon us by the terrible shrinkage of 1892, when over Tls. 11,000,000 was lost. During that and the following year the financial world at large suffered by the sharp drop in silver, the smashing of banks, private enterprises, and public companies; and many a house had to go to the wall, unable to meet its liabilities. From this state of things we have recovered, and, judging by the above figures, our present prosperity is based on sounder foundations. Our principal stock, the Hongkong and Shanghai Bank, one must be glad to see, has recovered in quotation, and that the prosperity has assumed the large figures of an appreciation of over Tls. 5,000,000, a fact which tells its own tale of careful management much more substantially than empty words can convey. With the prosperity of the leviathan Bank the interests of all are mixed up; and that it should continue to forge ahead must be the wish of all. Fire Insurance shares have appreciated over \$1,000,000, in consequence of a cessation of the cutthroat policy pursued last year by all the local and home companies, and a well-regulated schedule of rates, fair to every one, has been agreed upon and adopted, by which rates pay now, and losses by incendiarism have been materially lessened, if not stopped altogether, for it does not pay the fraudulent Celestial trader to burn after insuring goods for twice their value. The *Marine* Companies have likewise shared in the good times and the working of the intricacies of underwriting shows such careful handling that a gain of \$2,000,000 has to be recorded. *Wharves* have appreciated over a quarter of a million of taels, if we take the two companies together, but Birt's Wharf Company has been sold privately and will not figure in future in the table of stocks; but the result of the gain to the Shanghai and Hongkew Wharf shares is mostly due to the storage accommodation being fully engaged during the year and the profitable nature of the work of unloading and warehousing machinery imported for ironworks, cotton mills, etc., a class of business hitherto unknown, but which promises, on account of the depreciated currency, to increase as years roll on and Shanghai becomes the important business centre of all China. *Shipping* shares show a gain all round of Tls. 1,500,000, which is caused by the paying freights obtainable during the war, and a profitable outturn should be shown in the final accounts of the various companies, when published. *Docks* have naturally increased in value, and many a paying contract has been booked by the keen business heads of both of our local companies from vessels injured during the late struggle between China and Japan or from other injuries caused by the vicissitudes of misfortune. *Farnhams* in especial have jumped in value, owing to their seizing the opportunity offered of buying the property formerly leased to them by the Shanghai Dock Co. *Cargo Boats* have justly earned favourable notice from investors, as the *Woosung* Bar remains in identically the same position as heretofore, without any chance of its being removed; so the continued prosperity of both these companies will continue until this obstacle is removed. As regards *Mining* stocks, that sink by which over 3½ million of taels have been drained during the last four years from China, still keeps up its record of loss. Even the home markets are suffering from the same cause, as the slump in African gold ventures most painfully shows, when it is remembered that £80,000,000 has been lost over these concerns. It is to be hoped that the sharp experience we have gone through will prevent us from ever again burying money in a hole in the ground, and any stray sanguine promoter will henceforward be given a wide berth. Under the heading of *Miscellaneous* stocks, waterworks have improved, because being a sterling stock it has received patronage from home investors. In *Tobaccos* the *Sumatras* have done well and have bright prospects ahead; but as regards *Lankats* it is to be regretted that the concession has not been signed, although the directors and the manager at the estates have done all in their power to conform to the requirements and demands of the Dutch Govern-

ment, but, it is to be hoped, that the block will shortly be removed, and the future interests of this promising company assured. Land shares have naturally attracted the attention of investors, for, with rents advancing and land speculation rife, money has been confidently put into these stocks; but it is difficult to know how the future accommodation of the ever increasing and swelling population, now that the cotton mill ventures have attracted so many of the working people to make their home amongst us, is going to be supplied, unless the boundaries of the Settlement are extended. Debentures of all classes have been, during the last two months, eagerly sought after, although in the spring, what with the war and the serious political complication of the powers, they were to be had at ten per cent. cheaper than ruling to-day. During the autumn the Municipality and the Waterworks Co. have floated loans with the greatest ease at 5 per cent., and the Shanghai Land Investment are bound to be equally fortunate with their Tls. 250,000 issue of debentures. The difficulty of investing at home is at last attracting money to China; and now that the silver question seems settling down, with the certainty of being severely left alone by legislators, more money will be sent; but the plethora of money available here for investment has already caused the banks to reduce their rate of interest from 5 per cent. to 4 per cent., and it is rumoured that it has already been determined to still further reduce the rate to 3½ per cent.

Four cotton mills have been started in Shanghai, and the purchases of suitable sites have helped the boom in land speculation. Two more mills, under Japanese management, are promised, and one or two ventures from our native friends are being matured, for erecting mills under official management; but there is room for the lot, as late experiments in Japan and close calculations of our local schemes have proved conclusively that there are handsome profits awaiting the plucky inaugurators. It is true that only low counts can be manufactured, owing to the short staple of the native fibre; but populous China is content with this class of goods, providing it is cheap and sufficiently durable. The cheapness of silver is enabling us to compete successfully with Lancashire, and the trade once begun will grow. The fact that all the shares are at a discount proves nothing, as this state of affairs was only brought about by speculators over applying for shares, on which they could not pay calls as demanded. Altogether 1895 has been a friend to many, and there is no reason at the moment to doubt that 1896 will be equally good, when the annual result is shown.

HONGKONG.

The best news received in the colony during the week was that telling of the safety of the *Bonington*, which was weeks ago given up for lost. She came into the harbour on Saturday, having been in a helpless condition for thirty-four days. At the Police Court Mr. J. D. Humphreys was twice fined \$25 for using a carriage without a licence. A case of piracy in the Chinese waters near Hongkong has been reported to the police. On Thursday afternoon Admiral Makaroff gave a demonstration of the utility of his collision buffer. The shareholders in the Hongkong Brick and Cement Co., Limited, met on Saturday and decided to wind up the company. An interesting case to sportsmen came before the Magistrate on Tuesday and was adjourned. Sir Fielding Clarke (the Chief Justice) leaves the colony by to-day's mail for England, and after a short holiday will take up his appointment as Chief Justice of Jamaica.

H.M.S. *Mercury* left for home on the 9th Jan. Colonel and Mrs. Mulloy left for home by the German mail steamer *Sachsen* on the 7th Jan.

There were 1,798 visitors to the City Hall Museum last week, of whom 163 were Europeans.

We hear that a new cyanide expert for the Punjon Gold Mining Co., Limited, is already on the way out. He is reported to have had practical experience at the South African mines.

Fifteen Indian recruits for the Police Force have arrived in Hongkong. They came by the *Arratoon Apcar*.

The repairs of the O. & O. steamer *Belgie* having been completed she has been discharged from the Cosmopolitan Dock.

H.M.S. *Caroline* left for home on the 7th Jan. and was warmly cheered by all the other men-of-war in harbour, British and foreign, as she steamed out.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospital:—A Friend \$25.

The maximum temperature last month was 77.3, on the 6th, and the minimum 47, on the 10th, the mean for the month being 63.2. The rainfall amounted to 0.20 in.

A sentence of nine months' imprisonment with hard labour was passed by Mr. T. Sercombe Smith on the 7th Jan. on a woman who kidnapped a girl for the purpose of prostitution.

The dismasted *Lillian Robbins*, we learn, is still lying at Cape St. James awaiting instructions from the underwriters. The high cost of repairing at Saigon may probably induce them to send the vessel to Singapore for repair.

Two orders made by the Governor in Council are published in Saturday's *Gazette* giving legal validity to the recent instructions with regard to lights and passes, namely, that these are to be required only between midnight and sunrise.

The Secretary of the Punjon Mining Co., Limited, advises us that he has the following telegram from the mines, being the clean up for December, 1895:—"The mill ran twenty-seven days, crushing 1,000 tons yielding 431 ozs. of gold."

Messrs Warner, Blodgett & Co., in their circular dated Manila, 4th January, say:—"It is estimated that the repairs of American ship *Ivy*, if made here, will cost quite \$12,000 gold, and it is possible the vessel may proceed under tow to Hongkong."

The two coolies who were charged with the manslaughter of a boy who died from concussion of the brain caused by a piece of iron falling on his head were discharged by the Magistrate on the 9th Jan. It was proved that the affair was the result of an accident.

At the Marine Magistrate's Court on Saturday Hon. Commander R. M. Rumsey sent a seaman to gaol for seven days for refusing to obey the lawful commands of Captain Dermody, of the *Highland Forest*. A charge of assault against the captain was then preferred by another seaman, but the hearing was adjourned.

A cargo boat ran down a sampan in the harbour on Saturday night and the master refused to stop his boat to render assistance to the occupants of the sampan who had been thrown into the water. Inspector Hanson later in the evening arrested the master of the cargo boat and at the Magistracy on the 13th Jan. he was fined \$10.

The stamp revenue last year amounted to \$229,167, as against \$188,240 collected in 1894, showing an increase of \$40,927. Of this increase \$22,324 is to be credited to bank note duty, \$10,530 to duty on insurance policies, \$9,048 to conveyance duty, and \$5,032 to the duty on transfer of shares. In probate duty there was a falling off of \$14,150.

A home paper states that Messrs. L. H. Clayton and R. Scott have been appointed Eastern Cadets for service in Hongkong and the Straits Settlements. There is some mistake here. The gentlemen named cannot be appointed to both colonies and we are not aware that there is any intention of getting more cadets out for Hongkong at present.

The boy who was sent to gaol for two years at the November Criminal Sessions on a charge of stealing \$7,000 worth of pearls from Ho Tsat, a concubine, has been released. It will be remembered that at the conclusion of a recent appeal case arising out of the alleged robbery the Chief Justice said that a recommendation would be made for the lad's release.

At the Magistracy on the 10th Jan. two seamen named George McCallum and James Doig were charged with assaulting Bertha Bronswick, barmaid at the Travellers' Hotel. McCallum, who was proved to have struck the woman on the left eye, was fined \$20 and ordered to pay \$10 compensation to her, and Doig was fined \$10 for behaving in a disorderly manner.

The subscription lists for the Masonic Ball are now lying in the various places of public resort.

At the Magistracy on the 10th Jan. before Mr. T. Sercombe Smith, the coxswain of the steam launch *Wing Li* was committed for trial at the Criminal Sessions for the manslaughter of a boatman who was in a boat which was run down by a launch near Yaumati on the 2nd instant.

Wong Yau, the owner of licensed boat No. 835, was summoned at the Police Court on the 7th Jan. for allowing his boat to lie alongside the Praya for twenty-two minutes for the purpose of discharging kerosine; he was further summoned for neglecting to display a red flag on board while discharging the cargo. Police-Sergeant Moffatt proved the cases, and defendant was fined \$25 on each summons.

At the Marine Magistrate's Court on the 9th Jan. before Hon. R. M. Rumsey, Charles Dolph, an able seaman on the steamship *Benvenue*, was sent to gaol for seven days for wilfully disobeying the lawful commands of the master, John Daniel Sarchet. The defendant asked to be paid off, but the master refused to do this as the vessel was going home. Defendant then refused to do any work.

A curious charge of theft was heard at the Police Court on the 9th Jan. before Mr. T. Sercombe Smith. A boy in the employ of Mr. Rivers was charged with stealing \$25. On the 7th inst. he asked for his wages and in addition to some silver Mrs. Rivers handed him a \$25 note in mistake for a \$5 note. The boy said "Thank you," and next day Mrs. Rivers found out her mistake and gave the boy into custody. He said he received only \$5. He had made no attempt to go away. He was remanded for enquiries to be made.

The report of the Wentworth Gold Proprietary Company, Limited, for the year ended September 30, states that the value of the gold produced and other revenue was £234,338, which, added to £18,208 brought forward, makes £252,546. The expenses amounted to £24,668, and the directors have written off £10,877 from the development and plant accounts, and recommend a further dividend of 2s. per share, tax free, carrying forward £23,999. The capital of the Company is £500,000, so that the profits amount to nearly 50 per cent. The Wentworth property adjoins that of the Oliver's Freehold Mines.

We regret to hear that Dr. Cantlie is compelled for reasons of health to go home. We believe it was his intention to go home in any case shortly, but the illness from which he has recently suffered compels him to leave somewhat earlier than he had previously contemplated. Dr. Cantlie's departure will be regretted by a wide circle of friends and patients and his assistance will be much missed by various public institutions, more especially the College of Medicine for Chinese and the Odd Volumes Society. He has during his sojourn in the colony taken a keen interest in public affairs and has often taken the initiative in them.

The Honorary Treasurer of the *Edgar Relief Fund* begs to acknowledge with thanks the following donations:—

H.M.S. <i>Plover</i>	\$ 64
The Officers' Mess First Battalion	
Rifle Brigade	25
Mr. F. Maitland	5
"Pat"	2

\$ 96

Brought forward 786

Total up to date \$882

On the morning of the 8th Jan. H.M.S. *Grafton* left for England, conveying time expired officers and men home. Altogether about 530 men are returning in addition to the following officers. From the *Daphne*—Lieutenants Talbot and Green; Paymaster Jones; Surgeon Kelsey. From the *Pigmy*—Lieutenants Hopkins and Kiddle; Surgeon Lomas; Engineer Lawrence. From the *Alacrity*—Engineer McGregor. From the *Plover*—Lieutenant Oldham; Surgeon Keogh; Assistant Paymaster Penny. From the *Redpole*—Lieutenant Beaty-Pownall; Assistant Paymaster Greenwood. From the *Centurion*—Engineer Smith. From the *Spartan*—Lieutenant Thomas.

The mobilization of the Garrison having been postponed the orders previously issued have been countermanded.

On Sunday evening a lukong was walking along Richmond Road when he saw the dead body of an eight year old boy lying on the road side bank. The body was taken to the mortuary, where an examination proved that the boy had been strangled to death with his quene. A short time afterwards the body was identified by his father, who lives in Centre Street, and there can be no doubt that the lad was murdered. He was reported missing on the previous day, when he was wearing a silver anklet. This was found to have been pawned in Queen's Road, and the police are now engaged in tracing the pawn of the anklet with the hope of eventually arresting the murderer. Inspector Mackie has charge of the case.

Five lots of Crown land at Morrison Hill Road were sold by auction on the 7th Jan. Mr. Chan A Tong was the purchaser of the whole of the lots, which were disposed of as follows:— Lot 1,359, annual rental \$39; contents, 3,052 square feet, upset price, \$763; amount of purchase \$1,213. Lot 1,360, annual rental \$51; contents, 4,050 square feet; upset price \$1,013; amount of purchase \$1,720. Lot 1,361; annual rental \$50; contents, 3,967 square feet; upset price, \$992; amount of purchase, \$1,570. Lot 1,362; annual rental, \$51; contents, 4,042 square feet; upset price, \$1,011; amount of purchase \$2,010. Lot 1,363; annual rental, \$50; contents, 4,022 square feet; upset price \$1,006; amount of purchase, \$2,690.

The installation of the Worshipful Master of the United Service Lodge, Wor. Bro. the Hon. W. C. H. Hastings, took place on the 8th January, the District Grand Master, Right Wor. Bro. the Hon. C. P. Chater performing the ceremony, assisted by the Grand Lodge officers. The following officers were invested by the Wor. Master:—S.W., Bro. G. Moffatt; J.W., Bro. H. E. A. Hoile; Chaplain, Bro. St. Aiden Baylee; Treasurer, Wor. Bro. H. J. Watson, P.M.; Secretary, Wor. Bro. C. W. Duggan, P.M.; S.D., Bro. W. H. E. Smith; J.D., Bro. J. R. Craik; D.C., Bro. S. A. Symes; Steward, Bro. C. Rae; I.G., Bro. H. Horley; Tylor, Bro. J. Maxwell. At the conclusion of the ceremony the brethren and their guests sat down to a banquet, at which the usual loyal and masonic toasts were given.

We have received through Messrs. Robinson and Co. a copy of the "Shanghai Gavotte," by the Chevalier von Kontski, a tuneful composition which no doubt many who enjoyed the Chevalier's playing when he visited Hongkong will be glad to possess as a reminiscence of the eminent performer. We have also received a copy of "Tere Vert," a barn dance, by Ruchwaldy, a very lively air with the time well marked; it ought to become a favourite at our local dances. From Francis, Day, and Hunter, 195, Oxford Street, W., we have received a copy of "God and our Queen march," by Reginald Wynne Simpson. This march, which has a fine swing with it, was performed by command before Her Majesty the Queen by the Band of the Royal Marine Light Infantry, and also at the Indian Exhibition by the Band of the Grenadier Guards.

A gentleman who went up to Canton a few days ago with the intention of proceeding from there to Wuchow-fu by launch found that the local launches, of which there is now a considerable fleet plying for hire, demanded such high rates that he decided to return to Hongkong and engage a launch here on reasonable terms. Had he been aware that all launches at Canton now pay a special fee to the lekin office of \$1 per ton per quarter in addition to the tonnage dues they pay to the Foreign Customs he would doubtless have engaged a local launch, first seeing that the fee in question had been paid and covered the time he was likely to employ the launch and that she had the necessary licence from the lekin department. However, it is open to him, after engaging a launch in Hongkong, to pay the fee at Canton before he proceeds. The lekin people will no doubt make as much trouble as possible about it, but at any rate they will hesitate about seizing and confiscating a Hongkong launch, which they would have little compunction in doing were a local launch employed, probably advancing some plea of irregularity committed as the reason for their act.

The *Japan Mail* of the 4th January says:— On the second day out from Hongkong, this voyage, the O. & O. steamer *Coptic* sighted a large dismantled Chinese sea-going junk. She hove to and sent a boat's crew on board. No person was found on the junk, but a quantity of fresh water and potatoes were in the hold and store-lockers. From the appearance of the junk it was hazarded that the crew had left within twenty-four hours of the *Coptic's* sighting her. Captain Lindsay in the interests of navigation generally had the junk set on fire, and she soon burnt to the water's edge. The *Coptic* holds the record, we believe, by some 18 minutes for the run between Nagasaki and Hongkong, at least so far as the American mail companies are concerned.

A writer who is contributing to the *Singapore Free Press* a series of articles on "Australia Revisited" says:—"For the better prevention of land booms, and pour encourager les autres, it is suggested that ten Melbourne valuers should be publicly hanged. This action might be tried in the Straits where there are two valuers who never would be missed. In Hongkong nothing short of the execution of the entire fraternity will stop the criminal inflation of values. When the State is every year imposing fresh responsibilities and penalties upon directors and auditors, why should not professional valuers be subject to penalties for grotesque unwarrantable valuations of property without regard to its productiveness?" We do not know what justification the writer conceives he has for his remarks with reference to Hongkong valuers.

The *Singapore Free Press* says:—We think the Hongkong Unofficials, before the question was put to the Council as to the Military Contribution, should have tabled a protest, risen in a body, and left the Council Chamber, so that the vote had to stand as a protested official vote and not a majority on a division. Let them unanimously play the Singapore trump and let all justices of the peace, European and Chinese visiting justices, and other unpaid public servants resign their duties along with the Unofficials. Then work the telegraph wires and the home press in concert with the Hongkong Committee of the China Association, the Ceylon Association, and the Straits Settlements Association in London. Hongkong has a first-rate case, and if it works with a will, all hands in, it will win to a certainty. And let it call a spade a spade; a good blunt Saxon epithet, if true and honestly deserved, will stick in the minds of a public that will not pay much heed to rose-water protests and kidglove tacklings and the militant demeanour of a "Private Secretary," whose came of indignant self-vindication was the mild threatening of a "good hard push."

MISCELLANEOUS.

A census of Macao is to be taken on the 13th February, Chinese New Year's Day. The last census was taken on the 31st December, 1878.

The capital of the Shanghai Gas Co. is to be increased by the issue of 1,000 shares of Tls. 100 each, to provide new plant for the Company's increasing business.

From the *Courrier de Saigon* we learn that the expedition organised by the Gold Mining Company of the Upper Laos was to leave Saigon on the 5th January.

From a Shanghai contemporary we learn that work on the new Japanese Consulate at Hangchow has been commenced. It is to be an unpretentious semi-foreign structure.

We (*Peking and Tientsin Times*) are glad to be able to report that Lieut. Rogers of H.M.S. *Linnæa* is making favourable progress towards complete convalescence after his serious accident.

Referring to the reports of the prevalence of smallpox at Shanghai the *N. C. Daily News* believes the cases are not unusually numerous, though there has been an unusual number of bad cases, three or four having terminated fatally.

The following Imperial decree of the 2nd January has been received by wire by the Shanghai *Hupao*:—Liu K'un-yi is commanded to return to his Viceroyalty of the Liangkang provinces, and Chang Chih-tung will therefore go back to Wuchang to take over his former post as Viceroy of the Hukuang provinces.

The *Courrier d'Haiphong* has issued in celebration of its thousandth number a handsome illustrated supplement of twenty eight pages giving a history and description of the town of Haiphong with portraits of its principal personages.

The Peking correspondent of a Shanghai native paper states that three rich Cantonese merchants have arrived at Peking. It is said they will have something to do with the construction of the railway from Lankowkew to Hankow.

At Shanghai on the 2nd January a fire occurred in Foochow Road, at Nos. 527, 528, and a godown in the rear belonging to the Shanghai Dispensary. The damage is estimated at from Tls. 20,000 to Tls. 25,000 and is covered by insurance.

A large number of silk workers have been lately engaged at Shanghai for the new filatures at Soochow and we (*China Gazette*) are informed that several of the most expert Chinese female hands are paid as high as \$40 per month to proceed there.

A collision between the British steamer *Phranang* and the German steamer *Amigo* occurred at Paknam on the 22nd December. The damage, however, was of a trifling character. The *Amigo* put back and her departure for Hongkong was delayed.

According to the Tientsin correspondent of the *Sinwenpao*, the authorities of Chihli have formed a department to reconstruct the Peiyang squadron. All the ruined buildings attached to the Navy departments, and those which remain of the Peiyang fleet, are to be repaired.

The Native papers at Shanghai publish a letter from Tientsin stating that the British have applied to the Chinese Government for permission to use Boat Island, one of the Chusans, for a winter anchorage on the same terms as the Russians have obtained Kyauchao Bay. What the reply is the native papers do not aver.

Writing on the 25th December the Tientsin correspondent of the *Mercury* says:—Mr. Mandl has just received advices from Peking saying that his firm's tenders for men-of-war had been accepted, amounting to Tls. 17,000,000. It is said the firm has also filed tenders for men-of-war in Japan. After all there is nothing like success.

It is reported, according to the *China Gazette*, that the Shanghai Taotai has been ordered to consult with the British Consular authorities there in reference to the claim of the British steamer *Birkhall*, which was sunk through the gross incompetence of the people on the Chinese cruiser *Kwangtai* several months ago. The *Birkhall's* claim is for Tls. 160,000.

The *China Gazette* of the 3rd Jan. says:—Some mysterious and terribly fatal outbreak has visited the dairy yards or milk farms in the neighbourhood of Shanghai within the last few days. One well-known foreign dairy is reported to have lost as many as thirty milch cows in a night and a Hongkew Chinese dairy keeper has lost his entire stock of twenty odd head.

Owing to the enormous rise in prices of the necessities of life in Japan during the past few months, says the *Nagasaki Express*, several of the banks and other large corporations are increasing the salaries of their employees. The Managers of the Mitsui Bank, which has fifteen branch offices, recently had their salaries raised; those who previously received \$70 per month now get \$100; while those who got \$50 now get \$75.

The *Donai*, a new vessel for the Messageries Fluviales de Cochinchine, arrived at Saigon on the 2nd January, after a voyage of forty odd days from Havre. She is intended for the Saigon and Bangkok run and was built, like her unfortunate sister ship the *Paknam*, by Messrs. Napier and Sons, Glasgow. The *Paknam*, it will be remembered, was wrecked on her way out.

The *Japan Gazette* says that, according to the plan of the Nagasaki Harbour Improvement Association, it is to be dredged sufficiently deep to admit large vessels, and a pier 600 feet long is to be built. The mud obtained by the dredging is to be employed in reclaiming the shallows in the northern part of the bay and along the shore of Deshima, so as to make about 112,000 tsubo of ground for the town. Altogether the enterprise is a pretty big one.

By a decree of the 31st December, H.E. Yang Ju, Chinese Minister to the United States, Spain, Peru, and Brazil, has been appointed Vice-President of the Imperial Clan Court. This, the *N. C. Daily News* says, will enable him to be made either a Governor of a Province upon his return from abroad, or Vice-President of one of the six Boards of Peking. This is rapid promotion for an official who was only a Taotai three years ago.

To provide against possible disaffection in the Liaotung Peninsula, an edict of the 30th of December commutes all the land taxes for 1894 and 1895 and for the ensuing year (1896). Furthermore, the Emperor, in pity for his subjects who have suffered from the war in East Manchuria, tells the people of Fenghuang-cheng that they are further absolved from paying their arrears of taxes which had been owing to Government before 1894.—*N. C. Daily News*.

Referring to the reports previously published as to Captain Lang's again taking charge of the Chinese navy the *China Gazette* says:—We may add that Captain Lang, at the solicitation doubtless of Lord Salisbury, expressed his willingness to return to China providing he were given supreme direction of the future navy, and we are now told that the Chinese have consented to invest him with full powers, so that it is very likely Captain Lang will undertake the task of creating a second navy for China, which no doubt she will lose again just as she did her first.

The *Nagasaki Express* says:—For a choice variety of colours the Russian warships in their war-paint, now and recently in this port, "take the chromo" as our American cousins put it. Some of the vessels are grey, some almost white, some dark green, some light green, while one was a beautiful steely blue. Nominally they are all supposed to be "sea green" and the various tints and hues exhibited by the vasty deep have been evidently all faithfully copied by the Russian captains, who have thus given quite a kaleidoscopic appearance to their fleet.

The *Avenir du Tonkin* says:—We are glad to learn that an important industrial combination has been formed in Paris for the purpose of preventing the orders which the Chinese Government intends placing in Europe for its industrial and warlike outfit falling into the hands of German houses. These orders amount to the large sum of forty million (40 francs) for the province of Nanking (Kiungsu) alone. Our contemporary goes on to urge that the efforts of the French manufacturers will be fruitless unless supported by diplomatic and consular assistance.

Dr. Yung Wing, Ph.D., a graduate of Yale University, U.S.A., and a naturalised American citizen, who was the originator of the educational mission of Chinese students to the United States and who is now in China, having come from his adopted home in Hartford, Connecticut, seven months ago, at the special request of the Viceroy Chang Chih-tung, has been asked by the latter to formulate a scheme for the grand trunk railway between Hankow and Peking and Hankow and Canton. Dr. Yung Wing has the rank of a 1st class expectant Taotai of Kiangsu, with the brevet 2nd rank button and peacock's feather.—*N. C. Daily News*.

When entering Amoy harbour between seven and eight o'clock on the morning of the 5th January, an hour before low water, the German flagship *Kaiser* touched, in the usual track of steamers, an unknown rock, the position of which was afterwards made out to be half way between Coker and Brown Rocks, a little to the eastward of a line drawn between the east buoys marking these rocks. The depth of water over the rock was found to be from four to five fathoms at low tide, but one pinnacle was found with only 21 feet of water over it. It must be regarded as a wonder that this rock has not been struck before, as hundreds of steamers of more than 21 feet draught have passed over or near it. The *Kaiser* was in charge of a licensed pilot, the Harbour Master being also on board. The damage done to the ship's bottom is luckily not very great, and will be repaired in a few days at the Kowloon Dock, where the German Admiral's flagship is at present lying.

The Soochow correspondent of the *N. C. Daily News* writes under date of 30th December:—"Two foreigners and four natives passed by Soochow on Sunday, the 29th inst. They were surveying the ground for the much-talked-of railway. They placed the road on the north of the city, and about a quarter of a mile from the wall. A proclamation has been issued stating that a railway will be built from Shanghai to Soochow. From Soochow there will be two branches, one going to Hangchow, the other to Nanking." The following paragraph referring to the same matter appears in the *China Gazette*:—"Mr. Silva, the Belgian engineer, Prefect Shen, and several Weiyuns have arrived at Soochow on the railway survey. They are now surveying the line via Lomen—Fong-men, Pwan-men, Su-men, Chang-men, to Chinkiang and Nanking. From Pwan-men a branch line will run to Hangchow."

The *Shanghai Mercury* of the 4th January says:—We regret to state that within the last few days there have been a number of very serious cases of small-pox amongst the foreign residents, several of which have resulted fatally. The disease is of the most virulent nature, and it has been imported into the Settlements from the native city, where, we learn, large numbers of Chinese are dying daily from it. There are at present ten cases in the hospital, and there were two deaths to-day. It is stated that in four of the cases, of a man and wife and two children, the disease was contracted in the hospital itself, and if this should be correct it but emphasises the fact that future patients should be immediately isolated at Pootung in the wards erected there originally for plague patients, if such are now in existence. Since the above was written, on inquiry at the hospital, the authorities state they are unaware four persons contracted the disease at the hospital.

A Censor, according to a Peking native correspondent, says the *N. C. Daily News*, has recently memorialised the Throne to the effect that the collapse of China in the late war with Japan was mainly due to the ex-Viceroy Li Hung-chang's confiding positions of trust and national importance to unworthy protégés who failed to do their duty to their country at the crucial moment. It was to remedy this that Wang Wen-shao was appointed to succeed Li in the Peiyang administration. Instead, however, of taking the lesson to heart and making a clean sweep of the former Viceroy's protégés upon being made substantive Viceroy of Chihli, Wang Wen-shao still retains under him in Tientsin five of the most important men of Taotai rank belonging to that class, namely, Sheng Hsuan-huai (*de jure* Customs Taotai of Tientsin), Huang Chien-yuan (Manager of the China Merchants' and acting Customs Taotai), Lo Fong-loh (ex-Naval Secretary of the Peiyang fleet), Wu Jim-pah (ex-Comptroller of the Hongkong and Shanghai Bank at Tientsin, now Manager of the North China Railway), and Wu Ting-fang (Ng Choy, ex-Barrister-at-law and now assistant manager of the above named railway). "These men," remarks the Censor in question, "should have been dismissed long ago from the Chihli administration for reasons quoted above."

COMMERCIAL.

TEA.

SHANGHAI, 10th January.—(From Messrs Welch, Lewis & Co.'s circular).—London deliveries of China Congou for December were 1,820,000 lbs., against 2,271,000 lbs. for the corresponding month in the previous year, and the stocks on 31st ultimo were 18,800,000 lbs., against 22,000,000 lbs. on same date in 1894. Black Tea.—Some 788 half-chests are reported as shipped. Stock.—8,675 half-chests, against 4,814 half-chests at same date last year. There are important stocks, say 30,000 to 40,000 half-chests, still in tea-men's hands in Hankow. Most of them are first crop Teas, and if realised would result in heavy losses to holders. Green Teas.—Pingsuey.—No settlements reported. Some Tiendong leaf is being packed locally as Pingsuey, but the quantity is limited. Country Tea.—The market has been cleared of stock at about previous prices. No further arrivals of any consequence are expected from the country. A fair quantity of Tea remains in buyers' hand, and our export figures cannot be closed at present.

Settlements reported since 13th ult:—

	1-chts.	a picul.
Moyune	2,323 at Tls. 14.50	to 20.00
Tienkai	2,484 ..	16.50 to 26.00
Fychow	276 ..	17.00

Total..... 5,083 1-chts.

Total settlements from opening of the market to date:—

Pingsuey ...	180,916 1-chts. against 162,600 1-chts.
Moyune ...	120,128 .. 101,809 ..
Tienkai ...	94,752 .. 76,535 ..
Fychow ...	21,128 .. 18,607 ..
Local P'ked. 22 621 ..	17,136 ..

Total..... 442,545 1-chts. Total 379,186 1-chts.
Total arrivals to date are:—441,042 half-chests, against 379,186 half-chests to same date last year.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	7,312,845	7,431,215
Amoy	459,419	740,767
Foochow	11,175,408	11,357,243
Shanghai and Hankow	21,111,512	21,591,499
	40,059,184	44,123,738

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	11,834,381	16,891,081
Foochow	6,666,651	4,626,555
Shanghai	29,029,320	25,798,160
	46,530,302	47,316,796

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai	27,210,863	22,555,223

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	29,389,013	28,078,876
Kobe	18,377,248	16,235,648
	47,766,261	44,314,524

SILK.

CANTON, 14th January.—Tsaites and Re-reel.—There are no transactions to report since our last, and quotations are nominally unchanged. Filatures.—Remained very dull during the earlier part of the fortnight but the demand for Lyons has improved somewhat towards the close and recent settlements amount to about 300 bales. Prices show considerable weakness all round and business on ready order could be done at \$5/10 per picul below subjoined quotations. Prices paid are: \$655/662 for Cheong Kee 9/11, \$655 for Hing Loong and Poo Cheong Wo 10/12, \$620 for Yut Cheong Wo 10/12, \$620 for Poo Cheong Wo 13/15, \$550 for Wai King Wo 13/22 and Sun King Lun 11/13. The enquiry for America has been very slack on the basis of \$610 for No. 1 14/16, and settlements are unimportant. Waste.—Is weaker with only moderate transactions. Stocks.—Tsaites, 800 bales. Filatures, 5,000 bales. We append quotations in Canton, with laying down cost in London and Lyons. Exchange, 6 months' sight 2/2½ and Fcs. 2.76 per Dollar:—

Tsaites	No. 1 \$490	= 8/10½
	No. 2 \$475	= 8/7
	No. 3 \$461	= 8/4
	No. 4 \$440	= 7/11½
	No. 11 \$430	= 7/9½
	No. 5 \$415	= 7/6½
Filature 1st class 11/13	\$630 to \$670	
1st .. 13/15	\$680 to \$670	
2nd .. 9/11	\$667 to \$665	
2nd .. 10/12	\$650 to \$655	
2nd .. 13/15	\$689 to \$650	
2nd .. 10/12	\$630 to \$640	
3rd .. 11/13	\$565 to \$545	
3rd .. 13/15	\$565 to \$545	
Long-reel's Lacklow	\$485	
Satow	\$450	
Suilam	\$415	
Re-reel's Lacklow No. 1 ..	\$555 to 560	
	No. 2 .. \$535	
	No. 3 .. \$520	
	No. 4 .. \$505	
Mahang ... No. 1 ..	\$525	

Punjun Books No. 3 & 4..\$ 85	=1/7
Punjun Waste	=1/5
Steam Waste Extra	=1/6
No. 1	=1/2
Gum Waste No. 1	=1/4
No. 2	=1/0
Pierced Cocoons	=1/2

Settlements for the fortnight:—	1895-96.	1894-95.
For Europe ... 500 bales..		2,500 bales.
For America.. 100 ..		400 ..
For Bombay.. 50 ..		30 ..
[& 20 piculs.		[& 20 piculs.

SHANGHAI, 9th January.—(From Messrs. Cromie and Burkill's circular.)—London telegrams up to the 2nd instant report the market for Silk quiet, Gold Kiling 8/14, Blue Elephant 10/8. Raw Silk.—Another week of a dragging business to report. Orders are coming to hand on a very limited scale, based on exceedingly low limits. Home advices are still adverse. Tsatlees.—A small demand at somewhat lower rates, but the Chinese holders do not seem inclined to drop their rates to any considerable extent at present. Taysaams.—Small transactions at unchanged quotations. Yellow Silk.—Continue in demand and about 400 bales have changed hands at prices showing in some instances a slight advance. Arrivals, as per Customs House Returns from 2nd to 8th January, are 610 bales of White Silk, 90 bales of Yellow, and 2 bales of Wild Silk. Re-reels and Filatures.—The market is lifeless. Waste Silk.—We hear of no transactions. Pongees.—About 1,500 pieces Shantung Pongees have changed hands at Tls. 2.60 to Tls. 3.10 according to quality:—19/19½ inches, 19/19½ yards, 23/24 oz; 20/26 inches, 14/14½ yards, 24 oz.

Purchases include:—Tsatlees.—Large Elephant 4 at Tls. 370, Silver Double Elephant at Tls. 345. Taysaam.—Wh. Kahing Gold Lion 1 at Tls. 322½, Green Kahing M. M. at Tls. 317½. Yellow Silk.—Mienschew at Tls. 233½ to Tls. 247½, Kopun at Tls. 240, Meeyang at Tls. 335, Fooyang at Tls. 195 to Tls. 220, Wongchow at Tls. 195.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai.....	44,022	35,129
Canton.....	11,950	10,008
Yokohama	15,223	13,680
	71,195	58,817

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	8,907	6,146
Shanghai	7,503	6,085
Yokohama.....	23,679	20,190
	39,797	32,001

CAMPHOR.

HONGKONG, 15th January.—Large arrivals have lately come to hand and prices are consequently declining. Quotations for Formosa are \$78.50 to \$79.00. During the past week sales have been 300 piculs.

SUGAR.

HONGKONG, 15th January.—The slight improvement last noted has not been maintained. Prices are declining and the market is very dull. Following are the quotations:—

Shekloong, No. 1, White...\$7.35 to 7.40	per picul.
do. " 2, White... 6.82 to 6.85	"
Shekloong, No. 1, Brown... 4.77 to 4.80	"
do. " 2, Brown... 4.61 to 4.65	"
Swatow, No. 1, White... 7.27 to 7.30	"
do. " 2, White... 6.75 to 6.78	"
do. " 1, Brown... 4.66 to 4.70	"
Swatow, No. 2, Brown... 4.57 to 4.60	"
Foochow Sugar Candy.....10.85 to 10.90	"
Shekloong "	9.72 to 9.75

MISCELLANEOUS EXPORTS.

The German steamer *Hertha*, Hongkong to Havre, 1 case Figures, 1 case Embroideries, 30 cases Chinaware, 1 case Silks, 150 cases Cassia, 705 rolls Matting, 1 box Ginger, 2 boxes Feathers, 50 boxes Camphor, and 3 bales Canes; for Havre option Hamburg:—50 boxes Bristles, 139 bales Canes, 537 rolls Matting, 306 cases Camphor, and 27 cases Blackwoodware; for Havre option Hamburg option London:—1,225 cases Camphor; for Havre option Hamburg option Antwerp:—85 cases Bristles; for Havre option Hamburg option Bremen:—100 boxes Cassia Ligna; for Ham-

berg:—3,410 packages Tea, 140 cases Bristles, 4 boxes Japanware, 536 packages Canes, 625 packages Firecrackers, 3 cases Blackwoodware, 2 cases Bambooware, 1-0 bales Feathers, 13 cases Cassia, 2 packages Rattanware, 2 cases China Ink, 103 cases Camphor, 75 bales Rattan Shavings, and 12 packages Sundries; for Bremen:—500 boxes Tea; for London:—1 packages Iron Ore.

The N. L. steamer *Sachsen*, Hongkong to Colonber, 8th January, took:—15 cases Merchandise; for Suez:—20 packages Tea; for Beyrouth:—11 cases Glass Bangles; for Genoa:—50 bales Raw Silk, and 1 case Merchandise; for Antwerp:—202 bales Bamboo Scraps, 184 bales Feathers, 54 cases Gallnuts, 50 bales Bambooware, 31 rolls Matting, 16 packages Tea, 18 cases Chinaware, 17 packages Sundries, 2 bales Canes, and 1 case Silk; for Amsterdam:—100 cases Ginger, 50 cases Ginger, 25 packages Canes, 15 cases Palmleaffans, 6 cases Chinaware, and 4 rolls Matting; for Rotterdam:—500 cases Preserves; for Trieste:—130 packages Tee; for New York:—22 cases Essential Oil; for Hamburg option London:—52 cases Essential Oil; for St. Petersburg:—3 cases Curios; for Oporto:—30 packages Tea, 1 case Samples, and 50 packages Firecrackers; for Hamburg:—385 bales Feathers, 50 cases Ginger, and 4 cases Sundries; for Bremen:—512 packages Tea, 240 rolls Matting, 50 empty Oil Barrels, 35 bales Feathers, and 22 packages Sundries.

The steamer *Onus*, Hongkong to Continent, 8th January, took:—147 bales Raw Silk, 200 bales Waste Silk, 8 bales Hair, 29 cases Silk Piece Goods, 19 cases Curios, 3 cases Fans, 400 cases Cassia, 1 case Wooden Boxes, and 165 packages Tea; for London:—10 bales Raw Silk and 7 cases Silk Piece Goods.

OPIUM.

HONGKONG, 15th January.—Bengal.—There has been a decline in prices during the interval, and the market closes steady at \$757½ for New Patna, \$760 for Old Patna, \$742½ for New Benares and \$755 for Old Benares.

Malwa.—New descriptions have improved in value, Old continuing unchanged and neglected. Current quotations for both New and Old are \$740 per picul with allowance from ¼ to 1½ catty per chest.

Persian.—Oily descriptions have not been dealt in during the period under review, closing nominally at \$680 to \$690. Paper-wrapped Opium is quoted at \$700 to \$775 according to quality.

To-day's stocks are estimated as under:	
New Patna	160 chests
Old Patna	1,770 "
New Benares	310 "
Old Benares.....	460 "
Malwa	320 "
Persian	1,240 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	News.	Old.	News.	Old.	News.	Old.
1896.						
Jan. 8	767½	760	755	762½	740	740
Jan. 9	765	760	755	760	740	740
Jan. 10	755	752½	745	752½	740	740
Jan. 11	757½	760	747½	755	740	740
Jan. 12	760	762½	750	760	740	740
Jan. 13	757½	760	747½	752½	740	740
Jan. 14	757½	762½	742½	752½	740	740
Jan. 15	757½	760	742½	755	740	740

COTTON.

HONGKONG, 15th January.—Importers have again agreed to receive "chop" dollars in payment for Indian Cotton, and business was resumed on the old system. The market closes fairly steady. Stocks: Bengal, about 500 bales; Ningpo, nil.

Bombay	\$15.00 to 18.00	p. pl.
Kurrachee	15.00 to 18.00	"
Bengal, Rangoon, and	17.75 to 18.50	"
Dacca,		"
Shanghai and Japanese..	20.00 to 21.80	"
Tungchow and Ningpo...	21.50 to 21.80	"
Madras.....	16.00 to 18.50	"
Sales: 1,300 bales Bengal, Rangoon and Dacca;		
45 bales Tungchow and Ningpo.		

RICE.

HONGKONG, 15th January.—A large demand has been experienced from the Kwangsi province and prices continue to advance. Closing quotations are:—

Saigon, Ordinary	\$2.22 to 2.25	per picul.
" Round, good quality	2.50 to 2.52	"
" Long	2.65 to 2.68	"

Siam, Field, mill cleaned, No. 2...	2.40 to 2.48
" Garden, " No. 1...	2.77 to 2.80
Siam White.....	3.17 to 3.20
" Fine Cargo	3.30 to 3.38

COALS.

HONGKONG, 15th January.—Market continues quiet. Small sales of Japanese on private terms are reported. Quotations are:—

Cardiff	\$12.00 to 13.00	ex ship, nominal.
Australian	7.50 to 8.00	ex ship, nominal.
Milke Lump...	\$5.75 to 6.90	ex ship, nominal.
Milke Small...	5.00 to —	ex ship, nominal.
Moji Lump ...	4.00 to 5.50	ex ship, nominal.
Kebao Lump...	6.00 to 7.00	ex ship, nominal.
Kebao Small...	4.00 to 4.50	ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 15th January.—Amongst the sale reported are the following:—

COTTON AND PIECE GOODS:—*Bombay Yarns.*—935 bales No. 10 at \$70.50 to \$78.50, 905 bales No. 12 at \$1.1 to \$77.50, 200 bales No. 16 at \$89 to \$89.50, 400 bales No. 20 at \$85.50 to \$92. *Grey Shirtings.*—500 pieces 11 lbs. Horse and Gun at \$3.50, 500 pieces 10 lbs. Mandarin at \$3.65. *White Shirtings.*—690 pieces No. 1 at \$5.95, 360 pieces No. 2 at \$6.30, 450 pieces No. 3 at \$6.55, 900 pieces E. F. at \$7.10, 270 pieces X.X.X. at \$5.42½, 240 pieces O.O.O. at \$5.77½, 250 pieces 48 Reed at \$2.25, 1,000 pieces Black Stag at \$7.30, 1,500 pieces Black Peach at \$2.20, 500 pieces Green Stag at \$3.35, 500 pieces No. 4, 000 2 Fish at \$3.40, 500 pieces O mark at \$4.32½, 1,250 pieces Gold Joss B at \$3.27½, 500 pieces Gold Dragon at \$3.40, 750 pieces No. 5 at \$3.55, 300 pieces Blue Lion at \$5.62½, 1,000 pieces X. 9 at \$4.50, 500 pieces X. 6 at \$3.60. *Victoria Lawns.*—4,000 pieces Lion at \$0.66. *T-Cloths.*—600 pieces 8 lbs. X.X. at \$3.01, 1,125 pieces 7 lbs. Mexican 4 Dragon and Flag at \$2.22½, 1,500 pieces 7 lbs. Mexican Gold Horse at \$2.62½, 750 pieces 7 lbs. Mexican R. Soldier at \$2.31½, 750 pieces 7 lbs. Mexican Silver Phensant at \$1.83, 600 pieces 8 lbs. Mexican V.V. at \$2.96. *Drills.*—150 pieces 14 lbs. Old Man and Tiger at \$3.55. *Camlets.*—1,320 pieces Fishermen Assorted at \$19, 200 pieces Dark Blue B.B.B. at \$29, 200 pieces A.A.A. at \$26.50, 100 pieces L.L.L. at \$42.50.

METAL.—*Lead.*—1,870 piculs Enthoven at \$7.10, 420 piculs Australian at \$6.80. *Yellow Metals.*—170 cases New 14/20 ozs. at \$21.25 to \$24.75, 60 cases New 10/14 oz. at \$26, 60 cases Elliot 14/24 ozs. at \$24.25, 30 cases Muntz, Square at \$21.75. *Tinplates.*—200 cases at \$5.25. *Quick-silver.*—100 flasks at \$119.

COTTON YARN.

		per bale
Bombay—Nos. 10 to 20	\$65.00 to \$90.50	
English—Nos. 16 to 24	104.00 to 108.00	
" 22 to 24	110.00 to 113.00	
" 28 to 32	113.00 to 119.00	
" 38 to 42	126.00 to 135.00	

COTTON PIECE GOODS.

		per piece
Grey Shirtings—6lbs.	1.45 to 1.60	
7lbs.	1.95 to 2.15	
8.4 lbs.	2.30 to 3.25	
9 to 10 lbs.	3.30 to 4.15	
White Shirtings—54 to 56 rd.	2.35 to 2.60	
54 to 60 "	2.75 to 3.35	
64 to 66 "	3.45 to 3.85	
Fine	4.20 to 6.95	
Book-folds.	3.20 to 5.60	
Victoria Lawns—12 yards ...	0.67 to 1.35	
T-Cloths—6lbs. (32 in.) Ord'y.	1.50 to 1.65	
7lbs. (32 ")	1.87 to 2.05	
6lbs. (32 ") Mexs.	1.70 to 1.85	
7lbs. (32 ")	2.20 to 2.45	
8 to 8½lbs. (36 in.)	2.40 to 3.15	
Drills, English—40 yds. 13½ to 14lbs.	3.36 to 4.40	

FANCY COTTONS.

Turkey Red Shirtings—1½ to 5lbs.	1.40 to 3.00	
Brocades—Dyed	3.85 to 4.70	
	per yard	
Damasks.....	0.14 to 0.18	
Chintzes—Assorted	0.08 to 0.12	
Velvets—Black, 22 in.	0.22 to 0.30	
Velveteens—18 in.	0.19 to 0.22	
	per dozen	
Handkerchiefs—Imitation Silk	0.45 to 0.90	

WOOLLENS.

		per yard
Spanish Stripes—Sundry chops.	0.60 to 0.95	
German.....	1.00 to 1.15	
Habit, Med., and Broad Cloths.	1.25 to 2.70	
	per piece	
Long Ells—Scarlet	6.70 to 8.00	
Assorted	6.80 to 8.10	
Camlets—Assorted	15.00 to 31.00	

Lastings—30 yds., 31 inches, Assorted	14.00 to 22.00
Orleans—Plain	3.80 to 5.10 per pair
Blankets—8 to 12 lbs.	4.70 to 9.50
METALS	
Iron—Nail Rod	2.95 to 3.00 per picul
Square, Flat Round Bar	2.90 to 3.00
Swedish Bar	4.80 to —
Small Round Rod	3.45 to —
Hoop	4.45 to —
Old Wire Rope	3.00 to —
Lead, L. B. & Co. and Hole Chop	7.00 to 7.10
Yellow M'tal—Muntz, 14/28 oz.	26.00 to — per case
Vivian's, 16/32 oz.	14.75 to —
Elliot's, 16/28 oz.	25.50 to —
Japan Copper, Slabs	24.00 to —
Tiles	24.75 to —
Tin	34.75 to —
Tin-Plates	5.45 to — per box
Steel	5.50 to — per cwt. case
SUNDRIES	
Quicksilver	119.00 to 119.50 per picul
Window Glass	3.40 to — per box
Kerosene Oil	2.40 to — per 10-gal. case

SHANGHAI, 9th January.—(From Mr. Geo. W. Noel's report.)—The market is certainly strong, but, nevertheless, the quietness that is usually its principal feature at this season of the year is beginning to make itself felt, although there is another month yet before the final settling. The dealers, however, are well supplied, and apparently are not finding it an easy matter to place their goods with the merchants at the prices they desire, and therefore are not anxious to increase their already heavy engagements, unless the terms are very tempting. Such are only obtainable in exceptional cases, which is not surprising considering the difficulty of replacing, not only at the prices but within reasonable time. From the re-sales published from day to day the dealers are evidently able to turn over some goods occasionally, but the quantities and prices given out are very unreliable, and as most were bought originally on a sterling basis it is difficult to arrive at the exact quotations. This is notably the case with some large lines of American goods that were purchased about last October, and should be arriving just now, it being credibly stated that not one half the quantity reported have been placed. Goods are still being paid for with some freedom, but are not leaving the importers' godowns, the markets at the outports and in the country being much quieter. There is no further news from Korea regarding the change of dress, and the dealers here are putting very little credence in the report. No doubt some decree to that effect has been issued, but that was done before and found not to work. The indent business has not been extensive, though a little has been done in both English and American makes. The market in the States is certainly easier, since the financial panic took place, and operators here are inclined to treat it with caution. Manchester is without doubt still very strong, and notwithstanding the easier terms occasionally obtainable manufacturers have evidently no desire to increase their engagements at the present price of Cotton, until they have got through what orders they have in hand, seeing that any sudden panic, such as recently occurred, may seriously affect the price of that staple. As was anticipated the export figures for December are more moderate, namely, 33,000,000 yards of Plain Cottons to Hongkong and China, bringing the total for the year up to 408 millions, against 351,319 and 412 millions, respectively, the three previous years. The yarn shipments last month were 5,000 bales to Japan and 500 bales each to Hongkong and this port.

Metals and Miscellaneous.—(From Mr. Alex. Bielfeld's report.)—10th January.—Whilst a fair amount of business has been done in Old Metals there are no important sales to record. Lead has been offered at Tls. 5.25, "to arrive," and although this is below present cost I have heard of no sales. 200 tons L.B. of the float cargo has been sold to Hongkong at Tls. 5.40 to 5.45. Nickel.—150/200 cases have been contracted for the spring at Tls. 55 to 57. Nailrods.—A further advance has taken place, quotations now being 109 to 110 c.i.f. for best Belgian brands. 200 tons "Goffin" have been settled during the week. Spot cargo "Sobier Exn." has been offered at Tls. 2.41 ex godown, but without any result.

ing sales. The dealers have again resumed an inquiring attitude. Copper.—A further sale at Tls. 24.00 of 50 cases, 14 oz. and up, is reported, and also another of 100 cases, but particulars of the latter are not given. Old Material.—The dullness in this line seems lifting, and there is some movement again. Home values are still inclined upward and holders are firm. Dealers will yet have to give way if they wish to buy, and, as the stocks in most lines are not heavy, business will no doubt be placed to a greater extent shortly.

WEDNESDAY, 15th January. CLOSING QUOTATIONS. EXCHANGE.

ON LONDON.	
Telegraphic Transfer	2/1 1/2
Bank Bills, on demand	2/1 1/2
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/1 1/2
Credits, at 4 months' sight	2/2 1/2
Documentary Bills, 4 months' sight	2/2 1/2
ON PARIS.	
Bank Bills, on demand	2.70
Credits, at 4 months' sight	2.75
ON GERMANY.	
On demand	2.19
ON NEW YORK.	
Bank Bills, on demand	—
Credits, 60 days' sight	—
ON BOMBAY.	
Telegraphic Transfer	183 1/2
Bank, on demand	183 1/2
ON CALCUTTA.	
Telegraphic Transfer	183 1/2
Bank, on demand	183 1/2
ON SHANGHAI.	
Bank, at sight	72
Private, 30 days' sight	72 1/2
ON YOKOHAMA.	
On demand	par.
ON MANILA.	
On demand	7 1/2 pm.
ON SINGAPORE.	
On demand	par.
SOVEREIGNS, Bank's Buying Rate	9.14
GOLD LEAF, 100 fine, per tael	48

JOINT STOCK SHARES.

HONGKONG, 15th January.—The market has ruled dull since date of our last and we have nothing of any importance to report. A few of the leading stocks have declined, notably Banks and Docks, but as the decline is in all probability to be accounted for by a little over-speculation for the end of the month, the disturbed state of politics and the approaching China New Year, it may be looked upon as only temporary and a recovery may reasonably be looked for.

BANKS.—Hongkong and Shanghai.—Subject to audit the directors recommend a dividend of 25s. for half year ending 31st December, placing \$225,000 to reserve and carrying forward \$300,000 odd; the stock has ruled weak, and rate has gradually declined to 180 per cent. premium with small sales; at time of closing sellers rule the market. Other Bank stock continues neglected.

MARINE INSURANCES.—Have ruled weak, except China Traders, which have been in request and have changed hands at \$74. Straits are enquired for at \$24 1/2.

FIRE INSURANCES.—Hongkongs have receded to \$28 1/2 without sales; Chinas continue steady at \$91, after sales at \$91 and \$91 1/2.

SHIPPING.—Hongkong, Canton and Macao have continued dull and after small sales at \$37 1/2 close at \$37. Douglas's have changed hands at \$51 1/2 in small lots, and close firmish at \$51. Other Shipping stock has ruled neglected.

REFINERIES.—Weak at quotations. Nothing to report.

MINING.—Punjoms after small sales at \$5 close weak at \$4.80. Raubs have been in some demand, and have changed hands at \$3.75 and \$3.80 in fair lots; a small dividend is expected to be paid shortly. Other Mining stock has been neglected.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks notwithstanding the fact of several more good jobs on the tapis have ruled very weak, sellers vainly offering to part at 149, 148 and 147 per cent. prem.; the weakness

is attributed to some over speculation for the end of the month, &c., and rates are generally expected to improve after settlements and China New Year. Kowloon Wharfs after changing hands at \$49 and \$48 1/2 close at \$48 with probable sellers. Godowns continue neglected.

LANDS, HOTELS, AND BUILDINGS.—Lands have continued firm and sales have been effected at \$69, \$69 1/2 and \$70, closing with sellers at latter rate. In their report for half year ending 31st Dec. the directors recommend a dividend of \$2 per share and carrying forward \$46,867, a result better than the previous half year.

MISCELLANEOUS.—A. S. Watsons have changed hands at \$12, Ices at \$99, \$100 and \$101, and Fenwicks at \$20. Further than this we have nothing to report.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	180 p. ct. prem., =
China & Japan, prf.	—	nominal
Do. ordinary	£1	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China	—	—
B. Shares	£8	\$27
Foun. Shares	£1	\$105, sellers
Bell's Asbestos E. A...	15s.	\$10, sellers
Brown & Co., H. G.	\$50	\$5, sellers
Campbell, Moore & Co.	\$10	\$3, buyers
Carmichael & Co.	\$20	\$10, sellers
China Sugar	\$100	\$111, sellers
Chinese Loan '86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruicks'k & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$9, sellers
Fenwick & Co., Geo.	\$25	\$20, buyers
Green Island Cement	\$10	\$14, sales & sellers
H. Brick and Cement	\$12 1/2	\$6.50, sellers
H. & C. Bakery	\$50	\$36
Hongkong & C. Gas	£10	\$100, buyers
Hongkong Electric	\$8	\$6 1/2, sellers
H. H. L. Tramways	\$100	\$90, sellers
Hongkong Hotel	\$50	\$19, sellers
Hongkong Ice	\$25	\$101, sales & buyers
H. & K. Wharf & G.	\$50	\$48, sellers
Hongkong Rope	\$50	\$150, sellers
H. & W. Dock	\$125	147 p. c. prem., =
Insurances—		
Canton	\$50	\$190, sellers
China Fire	\$20	\$91, buyers
China Traders'	\$25	\$74, sales & sellers
Hongkong Fire	\$50	\$28 1/2, sellers
North-China	£25	Tls. 222 1/2, sellers
Straits	\$20	\$24 1/2, buyers
Union	\$25	\$195, sellers
Yangtze	\$60	\$120, sales
Land and Building—		
H. Land Investment	\$50	\$70, sales & sellers
Humphreys Estate	\$10	\$9 1/2, sellers
Kowloon Land & B.	\$30	\$16, sales
West Point Building	\$40	\$19 1/2
Luzon Sugar	\$100	\$59, sellers
Mining—		
Charbonnages	Fcs. 500	\$75
Jebeu	\$5	\$2.75, buyers
New Balmoral	\$3	\$1.60
Punjom	\$4	\$4.80, sales
Do. (Preference)	\$1	\$1.60, sales & buyers
Raubs	13s. 10d.	\$3.90, sellers
Steamship Coys.—		
China and Manila	\$50	\$70
China Shippers	£5	£2.10
Douglas S. S. Co.	\$50	\$51
H. Canton and M.	\$20	\$37, sellers
Indo-China S. N.	£10	\$58, sellers
Wanchai Warehouse Co.	\$37 1/2	\$42, sellers
Watson & Co., A. S.	\$10	\$12, sales & sellers

CHATER & VERNON, Share Brokers.

SHANGHAI, 10th January.—(From Messrs. J. P. Bisset & Co.'s Report.)—Banks.—Hongkong and Shanghai Banking Corporation. Shares have been purchased from Hongkong at 191 per cent. premium, for delivery on the 31st March. Shares are offering on the same terms. The latest quotation from Hongkong is 184 per cent. premium. The London rate is 210. National Bank shares are quoted \$27 in Hongkong. Shipping.—Indo-China S. N. shares were placed at Tls. 43 cash and the same rate for delivery on the 31st current. Shares were purchased from Hongkong for delivery on the 30th April at \$61. Docks.—Hongkong & Whampoa Dock shares were sold at 150 per cent. Farnhams are offering at Tls. 190. Marine Insurance.—China Traders' Insurance shares changed hands in Hongkong at \$73 1/2. North-Chinas have been placed at Tls. 225. Unions at 200, Yangtzes at \$120, and Straits at \$24 1/2 to \$25 cash and \$25 1/2 for 31st March. Fire Insurance.—Hongkongs are quoted in Hongkong at \$280, with buyers. Chinas have been sold

locally at \$89½ and \$90, and to Hongkong at \$91. There are now buyers there at \$90½, but the fall in exchange prevents business. Tugs and Cargo Boats.—Shanghai Tug Boat shares were placed at Tls. 160, and Shanghai Cargo Boats at Tls. 207½. Sugars.—Perak Sugar shares were sold at Tls. 36 cash and Tls. 36½ for delivery on the 29th of February. China Sugar Refining shares changed hands at \$112. Lands.—Shanghai Land Investment shares, with Tls. 30 paid up, were sold at Tls. 47½. Hongkong Lands were placed, and are wanted, at \$69½. Miscellaneous.—Shanghai Gas shares were placed at Tls. 230, Shanghai Waterworks shares at Tls. 182½, Shanghai-Sumatra Tobacco shares at Tls. 99 cash and Tls. 103 for 31st March, Shanghai-Langkai Tobacco shares at Tls. 225 cash, Shanghai Horse Bazaar shares at Tls. 52½, and Hall & Holtz shares at \$28 and \$27. Waterworks shares are now wanted at Tls. 185. Loans.—Waterworks 6 per cent. Debentures were sold at Tls. 112½ plus the accrued interest. Shanghai Land Investment Debentures of 1890 are offering at Tls. 110.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—185 per cent. prem.
Bank of China, Japan, and The Straits, Limited.—Nominal.

Bank of China, Japan, and The Straits, Limited, Founders.—Nominal.

National Bank of China, Ltd., A.—none.

National Bank of China, Ltd., B.—\$27½.

National Bank of China, Ltd., Founders.—\$105.

Shanghai Tugboat Co., Ltd.—Tls. 152½ per share.

Indo-China Steam N. Co., Ltd.—Tls. 43 per share.

China-Mutual Steam Nav. Co.—Tls. 50 per share.

Taku Tug & Lighter Co., Ltd.—Tls. 75 per share.

Hongkong, Canton and Macao Steamboat Co.—\$37 per share.

Douglas Steamship Co., Ltd.—\$53 per share.

Boyd & Co., Ltd., Founders.—Tls. 300 per share.

Boyd & Co., Limited.—Tls. 19½ per share.

S. C. Farnham & Co.—Tls. 186 per share.

Hongkong and Whampoa Dock Co., Ltd.—146 per cent. premium.

China Traders' Insurance Co., Ltd.—\$73 per sh.

North China Insurance Co., Ltd.—Tls. 225 p sh.

Union Insurance Society of Canton, Ltd.—\$200 per share.

Yangtze Insce. Assn., Ltd.—\$120 per share.

Canton Insurance Office, Ltd.—\$190 per share.

Straits Insurance Co., Limited.—\$25 per share.

Hongkong Fire Insurance Co., Ltd.—260 per sh.

China Fire Insurance Co., Ltd.—\$90½ per share.

Shanghai & Hongkew Wharf Co.—Tls. 105 per share.

Birt's Wharf Hile-curing and Wool-cleaning Company.—Tls. 55 per share.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$49 per share.

Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.

Punjom Mining Co., Ltd.—\$5½ per share.

Punjom Mining Co., Ltd., pref. shares—\$1.50 per share.

Jebeu Mining & Trading Co., Ltd.—\$3 per share.

Baub Australian Gold Min. Co., Ltd.—\$3½ per share.

Shanghai Cargo Boat Co.—Tls. 207½ per sh.

Co-operative Cargo Boat Co.—Tls. 185 per share.

Shanghai Gas Co.—Tls. 215 per share.

Hongkong Electric Co., Ltd.—\$6.75 per share.

Shanghai Waterworks Co., Ltd.—Tls. 182½ per share.

Perak Sugar Cultivation Co., Ltd.—Tls. 36 per share.

China Sugar Refining Co., Ltd.—\$112 per share.

Luzon Sugar Refining Co., Ltd.—\$59 per share.

Hall & Holtz, Ltd.—\$25 per share.

Shanghai Land Investment Co., Ltd.—Tls. 70 per share.

Hongkong Land Invest. & A. Co., Ltd.—\$69½ per share.

Kowloon Land & Building Co., Ltd.—\$17½.

J. Llewellyn & Co., Limited.—\$50 per share.

Shanghai Horse Bazaar Co., Ltd.—Tls. 52½ per share.

Major Brothers, Limited.—Tls. 28½ per share.

Shanghai Sumatra Tobacco Co.—Tls. 99 per sh.

Shanghai Langkat Tobacco Co., Ltd.—Tls. 225 per share.

Shanghai Langkat Tobacco Co., Ltd., Founder's—Nominal.

Shanghai Ice Company.—Tls. 130 per share.

A. S. Watson Co., Limited.—\$13 per share.

Bell's Asbestos Eastern Agency, Ltd.—21.

Bell's Asbestos Eastern Agency, Ltd.—\$9.50.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 40.

International Cotton Man. Co., Ltd.—Tls. 47½.

Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 47½.

China Merchants' Steam Navigation Company Debentures.—Nominal.

Lyceum Theatre Debentures.—Tls. 15.

Chinese Imp. Gov. Loan, 1886, E.—Tls. 275 (a).

Shanghai Municipal Debentures.—Nominal.

Shanghai Land Investment Company Debentures.—Tls. 105 (a).

Shanghai Land Investment Company Debentures.—Tls. 110 (a).

(a) Exclusive of accrued interest.

TONNAGE.

HONGKONG, 15th Jan.—Freights, shipping, &c.—During the fortnight there has been a fair demand for steamers coastwise and a good number of settlements have been effected, but at low rates. From Saigon to Hongkong several steamers have been fixed at rates ranging from 9 to 11 cents, but there is at present very little enquiry and not more than 9 cents can be obtained. From Bangkok to this one small steamer has been settled at about 10 to 15 cents per picul and there is a little further demand at slightly better rates. Japan coal freights have declined to \$1.20 per ton for Hongkong. For Singapore there is a small demand for prompt tonnage at about \$1.60 per ton. For time charter two settlements have been made at fair rates. The following are the settlements:—

Nanjing—British barque, 570 tons, hence to Menado and on 2/3 other ports Celebes to Hongkong, £800 if to Shanghai £1,050.

Maduff—British steamer, 1,482 tons, three ports Java to Hongkong, 17 cents per picul.

Cassius—German steamer, 1,696 tons, three ports Java to Hongkong, private terms.

Ranulus—German steamer, 1,722 tons, Moji to Hongkong, \$1.25 per ton.

Benledi—British steamer, Moji to Hongkong, \$1.25 per ton.

Argyll—British steamer, 1,886 tons, Kuchinotzu to Hongkong, \$1.25 per ton.

Iser—British steamer, 1,415 tons, Moji to Hongkong and Canton, \$1.20 and \$1.70 per ton.

Brinhide—German steamer, 977 tons, Bangkok to Hongkong, \$3,750.

Germania—German steamer, 1,775 tons, Saigon to Hongkong, 10½ cents per picul.

Holstein—German steamer, 1,103 tons, Saigon to Hongkong, 11 cents per picul.

China—German steamer, 1,033 tons, Saigon to Hongkong, 10 cents per picul.

Wittagang—German steamer, 1,241 tons, Saigon to Hongkong, 11 cents per picul.

J. Christensen—Norwegian steamer, 1,167 tons, Saigon to Hongkong, 9 cents per picul.

Talce—German steamer, 828 tons, Saigon to Hongkong, 9½ cents per picul.

Amoy—German steamer, 732 tons, Saigon to Hongkong, 10 cents per picul.

Oskar—Norwegian steamer, 780 tons, Saigon to Hongkong, 10½ cents per picul.

Kongaly—Norwegian steamer, 502 tons, Saigon to Hongkong, 10½ cents per picul.

Adowa—British steamer, 1,347 tons, Saigon to Hongkong, 9 cents per picul.

Taiyick—German steamer, 903 tons, Saigon to Hongkong, 11 cents per picul.

Decima—German steamer, 1,151 tons, Chinkiang to Canton, 11 candareens per picul.

Yara—German steamer, 675 tons, monthly, 6½ months, \$3,700 per month.

Bygdo—Norwegian steamer, 771 tons, monthly, 8 months, \$4,500 per month.

VESSELS ON THE BERTH.

For LONDON.—*Glenfarg* (str.), *Mazagon* (str.), *Japan* (str.), *Achilles* (str.), *Aden* (str.), *Kaisow* (str.), *Chingwo* (str.), *Benlomond* (str.), *Glamorgan-shire* (str.).

For VANGUVER.—*Empress of China* (str.).

For MARSEILLES.—*Sydney* (str.).

For SAN FRANCISCO.—*City of Peking* (str.).

Brodrick Castle, *Belgie* (str.).

For HAVRE.—*Dorothea Rickmers* (str.).

For BREMEN.—*Karlsruhe* (str.).

For VICTORIA.—*Tacoma* (str.), *Mount Lebanon* (str.).

For NEW YORK.—*John R. Kelley*, *Lennox* (str.).

Falloon Hall (str.), *Daniel Barnes*.

For AUSTRALIA.—*Menmuir* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

January—

ARRIVALS.

- 7, Jacob Christensen, Ger. str., from Saigon.
- 7, Rheingold, German str., from Ningpo.
- 8, Pectan, British str., from Shanghai.
- 8, Donar, German str., from Bangkok.
- 8, Mongkut, British str., from Bangkok.
- 8, Irene, Chinese str., from Chinkiang.
- 8, Lyeemoon, German str., from Shanghai.
- 8, Arratoon Apcar, Brit. str., from Calcutta.
- 8, Caledonien, French str., from Marseilles.
- 8, Cosmopolit, German str., from Pakhoi.
- 8, Pakling, British str., from Shanghai.
- 8, Amara, British str., from Java.
- 8, Phra C. C. Klao, Brit. str., from Bangkok.
- 9, Kansu, British str., from Canton.
- 9, Michael Jebson, Ger. str., from Touron.
- 9, Taisang, British str., from Shanghai.
- 9, Strathallan, British str., from Swatow.
- 9, Ask, Danish str., from Pakhoi.
- 9, Kweiyang, British str., from Singapore.
- 9, Benalder, British str., from London.
- 9, Hermann, German str., from Kuchinotzu.
- 9, Chingping, Chinese str., from Shanghai.
- 10, Crown of Arragon, Brit. str., from Natal.
- 10, Devawongse, British str., from Bangkok.
- 10, Formosa, British str., from Tamsui.
- 10, Frejr, Danish str., from Pakhoi.
- 10, Rio, German str., from Singapore.
- 10, Taicheong, German str., from Aroe Bay.
- 10, Borneo, British str., from London.
- 10, Foochow, British str., from Java.
- 10, Singan, British str., from Canton.
- 11, Sungkiang, British str., from Manila.
- 11, Clara, German str., from Amoy.
- 11, Sishan, British str., from Saigon.
- 11, Paoting, British str., from Chinkiang.
- 11, Yiksang, British str., from Wuhu.
- 11, Tritos, German str., from Bangkok.
- 11, Apenrade, German str., from Shanghai.
- 11, Taiyuan, British str., from Sydney.
- 11, Bonnington, British str., from Yokohama.
- 11, Kaifong, British str., from Wuhu.
- 11, Kwanglee, Chinese str., from Shanghai.
- 11, Namyong, British str., from Singapore.
- 11, Taiwan, British str., from Wuhu.
- 12, Changsha, British str., from Kobe.
- 12, Chihli, British str., from Canton.
- 12, Choysang, British str., from Shanghai.
- 12, Gerda, German str., from Kobe.
- 12, Mazagon, British str., from Yokohama.
- 12, Namoa, British str., from Coast Ports.
- 12, Polyphemus, British str., from Shanghai.
- 12, Brodrick Castle, British str., from Shanghai.
- 12, Emily F. Whitney, Am. sh., from Shanghai.
- 12, Lyeemoon, German str., from Canton.
- 12, Triumph, German str., from Pakhoi.
- 13, Amur, British str., from Anping.
- 13, Cromarty, British str., from Samarang.
- 13, Gisela, Austrian str., from Trieste.
- 13, Irene, Chinese str., from Canton.
- 13, Myrmidon, British str., from Liverpool.
- 13, Ancona, British str., from Yokohama.
- 13, Victoria, Swedish str., from Bangkok.
- 13, Hongkong, French str., from Haiphong.
- 13, Bygdo, Norwegian str., from Saigon.
- 13, Daniel Barnes, Amr. ship, from Nagasaki.
- 13, Dordogne, French str., from Haiphong.
- 13, Kaiser-i-Hind, British str., from Shanghai.
- 13, Picciola, German str., from Saigon.
- 13, Tigris, British str., from Wuhu.
- 13, Hupeh, British str., from Java.
- 14, Taisang, British str., from Canton.
- 14, Machew, British str., from Bangkok.
- 14, Rheingold, German str., from Canton.
- 14, Shengking, British str., from Swatow.
- 14, Whampoa, British str., from Java.
- 14, Archer, British cruiser, from Takau.
- 14, Wuotan, German str., from Mauritius.
- 14, Wing Hong, British str., from Swatow.
- 14, C. H. Kian, British str., from Singapore.
- 14, Jacob Diederichsen, Ger. str., from Saigon.
- 14, Kwongmo, British str., from Amoy.
- 14, Tacoma, British str., from Tacoma.
- 14, Tientsin, British str., from Chinkiang.
- 15, Chingping, Chinese str., from Canton.
- 15, Thalos, British str., from Taiwanfoo.
- 15, Activ, Danish str., from Pakhoi.
- 15, Kashing, British str., from Java.
- 15, Kungping, British str., from Shanghai.

- 15, Kweilin, British str., from Wuhu.
 15, Marie Jebson, German str., from Saigon.
 15, Peiyang, German str., from Chinkiang.
 15, Woosung, British str., from Java.

January—DEPARTURES.

- 8, Daphne, German str., for Shanghai.
 8, Hangchow, British str., for Swatow.
 8, Ingraban, German str., for Saigon.
 8, Kiangpak, Chinese str., for Foochow.
 8, Oxus, French str., for Europe.
 8, Grafton, British cr., for Singapore.
 8, Hanoi, French str., for Haiphong.
 9, Irene, Chinese str., for Canton.
 9, Activ, Danish str., for Hoihow.
 9, Lyceum, German str., for Canton.
 9, Mercury, H.B.M. cruiser, for Singapore.
 9, Orient, German bark, for Honolulu.
 9, Yuensang, British str., for Amoy.
 9, Romulus, German str., for Moji.
 9, Caledonien, French str., for Shanghai.
 9, Germania, German str., for Saigon.
 9, Hsinyu, Chinese str., for Shanghai.
 9, Kansu, British str., for Shanghai.
 9, Swatow, German str., for Moji.
 9, Taisang, British str., for Canton.
 9, Catariua, British yacht, for Shanghai.
 10, Cassius, German str., for Singapore.
 10, Chingtu, British str., for Yokohama.
 10, Cosmopolit, German str., for Hoihow.
 10, Haitan, British str., for Swatow.
 10, Pectan, British str., for London.
 10, Singan, British str., for Wuhu.
 11, Yiksang, British str., for Canton.
 11, Argyll, British str., for Kutchinotzu.
 11, Chingping, Chinese str., for Canton.
 11, Wing Hong, British str., for Swatow.
 11, Strathallan, British str., for Hongay.
 11, Tulenkun, American schr., for Panopy.
 11, Michal Jebson, German str., for Tourou.
 11, Benvenue, British str., for Kobe.
 11, Kweiyang, British str., for Nagasaki.
 11, Pakling, British str., for London.
 11, Paoting, British str., for Canton.
 12, Adowa, British str., for Saigon.
 12, Amoy, German str., for Saigon.
 12, Amigo, German str., for Bangkok.
 12, Benalder, British str., for Nagasaki.
 12, Borneo, British str., for Shanghai.
 12, Brunhilde, German str., for Bangkok.
 12, Clara, German str., for Tamsui.
 12, Donar, German str., for Swatow.
 12, Formosa, British str., for Swatow.
 12, Frejr, Danish str., for Hoihow.
 12, Hermann, German str., for Nagasaki.
 12, Holstein, German str., for Saigon.
 12, Kaifong, British str., for Canton.
 12, Mongkut, British str., for Bangkok.
 12, Siam, British str., for Swatow.
 12, Taiwan, British str., for Canton.
 13, Amy Turner, Amr. bark, for Baltimore.
 13, Chihli, British str., for Shanghai.
 13, Choyang, British str., for Canton.
 13, Clam, British str., for Marseilles.
 13, Foochow, British str., for Shanghai.
 13, Foyle, British str., for Bangkok.
 13, Kwanglee, Chinese str., for Canton.
 14, Namyong, British str., for Amoy.
 14, Namoa, British str., for Swatow.
 14, Taicheong, German str., for Swatow.
 14, Pekin, British str., for Shanghai.
 14, Daphne, British g.-bt., for Wenchow.
 14, Phra C. C. Klao, British str., for Swatow.
 14, Sabine Rickmers, German str., for Swatow.
 14, Plover, British g.-bt., for Shanghai.
 14, Arratoon Apar, British str., for Calcutta.
 14, Brindisi, British str., for London.
 14, Changsha, British str., for Australia.
 14, Gaelic, British str., for S. Francisco.
 14, Gerda, German str., for Hamburg.
 14, Gisela, Austrian str., for Shanghai.
 14, Irene, Chinese str., for Shanghai.
 14, Jacob Christensen, Ger. str., for Saigon.
 14, Lyceum, German str., for Shanghai.
 14, Myrmidon, British str., for Shanghai.
 14, Tigris, British str., for Canton.
 15, Boynton, British str., for Kutchinotzu.
 15, Dordogne, French str., for Shanghai.
 15, Polyphemus, British str., for New York.
 15, Selkirk, British ship, for Iloilo.
 15, Taisang, British str., for Swatow.
 15, Triumph, German str., for Hoihow.
 15, Cheang Hook Kian, Brit. str., for Amoy.
 15, Kongalf, Norwegian str., for Saigon.
 15, Oslo, Norw. str., for Saigon.
 15, Shengking, British str., for Shanghai.
 15, Tientsin, British str., for Canton.

PASSENGER LIST.

ARRIVED.

- Per *Foyle*, str., from Port Wallut—Mr. Watt.
 Per *Haitan*, str., from Coast Ports.—Rev. and Mrs. McClelland, Mr. and Mrs. Koh Boon Chang, Mr. Pong Poo.
 Per *Pakling*, str., from Shanghai, &c.—Mr. and Mrs. Kleugen, Mr. Simonson.
 Per *Arratoon Apar*, str., from Calcutta, &c.—Mrs. Hansen and child, Mr. Tam Kian Lee.
 Per *Caledonien*, str., for Hongkong from Marseilles—Messrs. A. G. de Bruin, E. F. Thyssent, S. H. Van de Staadt, Chaumier, Heymann, Darma, and Mulnier, Revs. Monier and de Cosemann. From Singapore—Messrs. Engelenburg, Webster, Lee Woah, Chuan, Hupp, and Chat, Mr. and Mrs. Yong. From Saigon—Mr. Parets, Mrs. Rachel Krimbaum, Revs. Badion, Brunet, and Salion, Mr. Yaulmy. For Shanghai from Marseilles—Mr. and Mrs. Ling-y-yu and daughter, Messrs. Lung Thung Quon and Tanabourini. From Port Said—Mr. Camunobekan. From Saigon—Messrs. R. W. Piers, Cremel, Lamy, Menguy, Paspetit, and B. Wolff. For Nagasaki from Singapore—Mr. Kusans. From Saigon—Messrs. Levy Bing, Garnier, and Corre. For Kobe from Marseilles—Mr. Cottour. From Singapore—Mr. Maikairia. For Yokohama from Marseilles—Messrs. Femosuka and Genzo. From Port Said—Mr. Chaderoff. From Colombo—Mr. Wagner. From Singapore—Mr. Laverige and Mr. Komary. From Saigon—Messrs. Assellin and Komisimi.
 Per *Taisang*, str., from Shanghai, &c.—Mr. Hill, Messrs. Hung and Tung Whu.
 Per *Formosa*, str., from Tamsui, &c.—Consul Gardner.
 Per *Rio*, str., from Singapore, &c.—Messrs. Moller, Riecke, Moller, Bruhn, Ohlsen, Bruhn.
 Per *Borneo*, str., for Hongkong from London—Staff Engr. J. Kerr, Surgeons J. McElwee and J. C. Durston, Asst. Paymasters F. R. Suke and C. Fergusson, Engr. J. Ryan, Paymaster F. de V. Taylor. For Yokohama from Venice—Mr. F. Bulman.
 Per *Taiquan*, str., from Sydney, &c.—Hon. J. H. Want, Messrs. Murray-White and Barthot, Mr. and Mrs. Thompson and child, and Mrs. R. Nelson.
 Per *Namoa*, str., from Coast Ports.—Messrs. Dennis, M. Jones, J. H. Gedge, and Sherashi.
 Per *Myrmidon*, str., from Liverpool, &c.—Mrs. Laird and Mr. Innes.
 Per *Amur*, str., from Anping—Messrs. Hastings and Thomas.
 Per *Pekin*, str., for Hongkong from London—Messrs. Doyle and Keaney. From Gibraltar—Rev. N. A. Castilho and Mr. F. K. Carneiro. From Brindisi—Col. F. H. Anstey, Miss A. K. Hamper. From Bombay—Mr. A. A. Joseph. From Singapore—Mrs. Arnot Reid, Mrs. Dawson and child, Mr. and Mrs. Ward, Messrs. W. R. Young, Wrinch, J. R. Kemp. For Shanghai from Singapore—Mr. G. F. Green. For Manila from London—Mrs. Thistlethwaite, Messrs. Dyson and Henderry. For Yokohama from London—Mrs. Henderson, Messrs. E. M. H. Hampden and Steele. From Brindisi—Hon. Mrs. and Miss Napier, Rev. W. P. and Mrs. Buncombe and child. From Bombay—Lieut. W. B. Abbey. For Nagasaki from Brindisi—Misses Keen and Freeth.
 Per *Daniel Barnes*, ship, from Nagasaki—Mr. A. Newcomb.
 Per *Ancona*, str., from Yokohama—Mrs. Bradbury, Misses M. Bradbury, Louisa Bradbury, N. G. Woolrich, Ferdon, Mizoguchi, and Hayashida, Messrs. H. Scott, Chan Hoi San, Lewis Bradbury, E. Gauntlett, W. H. Peech, W. F. Wheeler, Fong Mow Tai, P. Richardson, D. B. Adamson, D. Haywood, D. Asakura, F. Murai, G. C. Anderson, R. D. Carson, Cherikoff, Dr. Loukin, Commander Muraveff.
 Per *Kaiser-i-Hind*, str., from Shanghai for Hongkong—Mr. and Mrs. Brockelmann, Mrs. P. Hoffmann, Corporal Fanangan, Misses Belinfante, Haines, M. L. Baugh, and S. A. Henry, Messrs. P. Behn, Tong Soi Chee and son, W. F. Glinn, R.N., W. E. Campbell, Chun and family. For Singapore—Col. and Mrs. Rochfort, Miss

Daunt, Mr. Cameron Rogers. For Brindisi—Mrs. Scranton and 3 children, Mr. and Mrs. Heber Jones. For London—Messrs. Joseph Beattie and W. R. Ainsworth.

Per *Shengking*, str., from Swatow—Mr. Moller.

Per *Tacoma*, str., from Tacoma—Messrs. W. R. Martin and L. Lafferty.

DEPARTED.

Per *Sachsen*, str., from Shanghai for Genoa—Messrs. J. Kohlhaas, Th. Meyer, St. Koch, and S. Cabella. For Bremen—Messrs. C. Diederichsen, Chess, and Kush. For Bremerhaven—Mr. Julius Goldstein. For Singapore—Messrs. P. Sengh, H. Widdess, H. Pollard, and L. J. Perry. From Yokohama for Genoa—Mr. and Mrs. J. Thomas, Messrs. Tozer and Bianchi. For Southampton—Rev. Waddell. For Suez—Mr. J. L. Gron. For Antwerp—Misses Anna de Ryke and Jacoba de Ryke. From Hyogo for Bremen—Capt. Scholtz, Messrs. Sandow and W. Herrmann. For Genoa—Mrs. Lenz and Capt. Jacobsen. For Southampton—Mr. E. Murphy and Miss Slade. From Hongkong for Southampton—Mrs. B. Brenan, Colonel Mulloy, Mrs. Mulloy and 3 children. For Antwerp—Mr. P. Pedersen. For Bremen—Messrs. Christiansen, W. Albrecht, and C. W. L. Habock. For Genoa—Capt. C. Christensen. For Suez—Capt. J. M. Stewart and Mrs. Spenser. For Singapore—Mrs. Sai Fam Leong. From Amoy for Genoa—Consul Dr. Merz.

Per *Verona*, str., from Hongkong for Kobe—Miss Swann. For Yokohama—Mr. A. T. Aboually. For Nagasaki—Mr. Eshma. For Kobe from Bombay—Mr. A. Griffith. For Yokohama from London—Mr. and Mrs. Brockleband and child, Mr. and Mrs. Brown.

Per *Canton*, str., for Shanghai—Dr. Augustine Henry.

Per *Wingsang*, str., for Singapore—Mr. and Mrs. S. B. Salter.

Per *Ozus*, str., for Saigon from Hongkong—Sisters Ignace de Jesus, Saint Donation, and Rosa. Messrs. E. Geyer and Yeng Sing. For Singapore—Mr. and Mrs. F. d'Almeida and child, Messrs. A. R. Lacazette, Seah Yong Wah, Woo Chu Wan, Johnson, and Nishimura. For Marseilles—Capt. MacArthur, Mr. and Mrs. R. F. Drury, Mr. and Mrs. S. d'Almeida Botelho, Mr. and Mrs. Rasson. For Saigon from Yokohama—Messrs. Martin and Bergé. For Singapore from Shanghai—Mr. Thoform. From Yokohama—Messrs. Meyer and Sak Mahomed. For Port Said from Shanghai—Messrs. Tabbah and Babin. From Nagasaki—Messrs. Perepelkine and Marabanoff. For Marseilles from Shanghai—Messrs. A. K. Holmann, Wolff, Orielle, Dreyfus, Davis, Landis, Schipper, Scubli, Adoir, and Wood. From Yokohama—Ambassador Jumaza, Attaché to Ambassador Kakisaki, Colonel Iditti, and Mr. Luders. From Nagasaki—Mr., Mrs., and Miss Helselman, Mrs. and Miss Alumine, Mrs. Iwanoff and son, Mr. and Mrs. Zablowski, Messrs. Ti Fun Tai, Muller, Le Golde, and Inatuko.

Per *Yuensang*, str., for Manila—Messrs. F. Shipton and John Balmas.

Per *Caledonien*, str., from Hongkong for Shanghai—Baron Henri de Siebold, Rev. M. Fernandez, Messrs. B. Carlos, Alex. Sturroch, and Oliff. For Yokohama—Messrs. J. P. Ferrer and W. Engelenburg.

Per *Haitan*, str., for Amoy—Messrs. A. G. Brime, E. F. Thysser, P. A. von de Stadt. For Foochow—Miss Oxley and Rev. Slade.

Per *Borneo*, str., from Hongkong for Shanghai—Mr. and Mrs. E. F. Bennett. For Kobe—Mr. Smith Hozier. For Yokohama—Messrs. S. Harvey, D. J. Ward, C. W. Ure, and E. H. Sharp.

Per *Arratoon Apar*, str., for Singapore—Mrs. Kwok Lin Far, Mrs. Mooy Shi. For Penang—Mrs. Khoo Poon Chang and child. For Calcutta—Mr. P. Behn.

Per *Gaelic*, str., for Yokohama—Mr. D. E. Brown, Capt. P. D. Murray, Mrs. Henderson, Miss Napier, the Hon. Mrs. Napier. For San Francisco—Mrs. J. H. Rinder, Mr. Chan Fan, Messrs. Moore, A. W. Rimmer and B. Hessolins.

Per *Changsha*, str., for Sydney—Mr. and Mrs. Hatch, Mrs. Hargreaves, Miss Lindsay, Messrs. J. Thurnburn, A. J. Millwood, and J. McWilliams.